PUBLISHED MONTHLY.—PRICE 8 ANNAS.

THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
THE BEST AND MOST COMPLETED GUIDE IN INDIA.
Time and Fare Tables of all Indian Railways, Steam Boats, and Dâks. Places of interest Inland and along the Coast, Postal and Telegraphic information, etc., etc.
COLOURED MAP OF INDIA.
Bombay Gazette" Press, Fort, Bombay.

The Bombay Gazette.

No. 51,613—NEW SERIES. BOMBAY :—THURSDAY, MAY 11, 1899.

BRANCH OF THE ASIATIC SOCIETY

"JACK"
BRAND— BRITISH—
PILSENER.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.



DEPARTURES FOR EUROPE.

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Vessels.	Tons.	Captains.	SATURDAY, 2 P.M. 1899.
* CLYDE	4099	C. Denny	13th May.
M.L. EGYPT	7912	G. Langbourne	20th "
* SUTLEJ	4164	F. J. Fox	27th "
M.L. ARABIA	7902	J. L. Parfitt	3rd June.
* CLYDE	4099	C. Denney	10th "
M.L. CARTHAGE	5196	C. Gadd	17th "
* SUTLEJ	4164	F. J. Fox	24th "
M.L. CALEDONIA	7553	E. Gordon	1st July.
* CLYDE	4099	C. Denny	8th "
M.L. PENINSULAR	5237	W. Wheler	15th "
* SHANNON	4362	L. Wibmer	22nd "
M.L. EGYPT	7912	G. Langbourne	29th "
* CLYDE	4099	C. T. Denny	5th Aug.
M.L. ARABIA	7903	J. L. Parfitt	12th "
* SHANNON	4362	L. M. Wibmer	19th "
M.L. SUTLEJ	4164	F. J. Fox	26th "

The steamers marked M.L. proceed to Marseilles, Plymouth and London. Passengers for Brindisi transhipping at Port Said.

The Steamers marked * proceed to Aden only, and Passengers tranship here for Brindisi, Marseilles, Plymouth or London.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to Sailing and CABIN BAGGAGE before 9 A.M., on SATURDAY. The attention of Passengers is called to the importance of having their Baggage Labelled with Port of Destination.

Tenders leave the Ballard Pier at noon on day of sailing. All Passengers must attend at that place between 11 A.M. and 12-30 P.M., for medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's steam barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on board the Mail Steamer.

TO STRAITS, CHINA, AND JAPAN.

The Company's STEAMERS LEAVE BOMBAY FORTNIGHTLY, usually on TUESDAYS, taking Passengers for the STRAITS, CHINA, and JAPAN, and Return Tickets are issued on favourable terms.

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For further particulars apply to

I. M. SHIELDS,
Superintendent, P. & O. S. N. Company.

Bombay, 8th May, 1899.

AUSTRIAN LLOYD'S S.N. Co.



UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

TO TRIESTE DIRECT VIA ADEN, SUEZ, PORT SAID.

Steamer.	Captain.	Tons.	To sail on
IMPERATOR	L. Brelich	4,139	1st June 1899.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600	Rs. 325	Rs. 150

TO TRIESTE, VIA KURRACHEE, ADEN, SUEZ, PORT SAID.

Steamer.	Captain.	Tons.	To Sail on or about
MARQUIS BACQUEHEM	C. Androvich	4,409	7th June 1899.
WINDOBONA	C. Bellen	4,351	7th July 1899.
SILESIA	R. Mayer	5,000	7th Aug. 1899.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck.
TO TRIESTE OR VENICE	Rs. 375	Rs. 150

RETURN TICKETS TO TRIESTE AND VENICE.

	1st Class.	2nd Class.
Available for 6 months	Rs. 960	Rs. 575
Available for 12 months	" 1,060	" 625

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued via Trieste, the St. Gothards, and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd's and the Return Voyage by the Messageries Maritimes Co., at reduced fares.

This arrangement will prove of special advantage to passengers on three months' privilege leave.

Steamers leave TRIESTE for BOMBAY direct on the 3rd and those via KURRACHEE on the 23rd of each month.

Passengers to VENICE tranship at TRIESTE to another Company's steamer, which takes about 6 hours to cross the Gulf.

STEAM TO COLOMBO, PENANG, SINGAPORE, HONGKONG, YOKOHAMA, AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
SILESIA	R. Mayer	5,000	22nd May 1899.

For further particulars, Freight, Passage, &c., apply to

E. SCARPA, Agent.

Bassoon House, 52, Church Gate Street, Bombay, May, 10, 1899.

THOS. COOK AND SON,

BANKERS AND ARMY AGENTS.



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SPECIAL ATTENTION given to the selection of berths and Social Grouping of Passengers.

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CONTINENTAL TRAVELLING TICKETS issued, allowing breaks of Journey at all places of interest.

PASSENGERS with COOK'S Tickets met and assisted at all Chief Continental Ports and Cities.

REDUCED RATES to Railway employes, Family Parties and Missionaries.

OUTWARD PASSAGES engaged and Tickets supplied from any part of the world to India.

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REDUCED FARES for Military Officers, Government Officials, and Missionaries to Europe via China and America.

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TEA PLANTERS, RAILWAY OFFICIALS, MISSIONARIES, booked at reduced rates.

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PASSENGERS met on arrival.

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SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, (LIMITED.)

Intend to despatch Steamers as follows :—



FOR KURRACHEE DIRECT.

S. S. "DWARKA," 1,695 tons, on the 12th May, at 2 p. m., or later, on arrival of the English Mail.

FOR KURRACHEE AND COAST PORTS.

S. S. "PACHUMBA," 867 tons, on the 16th May, at 10 a.m., calling at Veraval, Mangrole, Porebunder and Cutch Mandvie. (Weather permitting.)

FOR KURRACHEE AND PERSIAN GULF.

S. S. "KHANDALLA," 2,040 tons, at 10 a. m., on the 11th May, calling at Kurrachee, Muscat, Jask, Bunder Abbas, Linga, Bahrein, Bushire, Fao, Mahomerah and Busreh, in the foregoing or any order. (Weather permitting.)

FOR SEYCHELLES, MOMBASA AND ZANZIBAR.

S. S. "SIRDHANA," 2,729 tons, on or about 2nd June, calling at Seychelles, Mombasa and Zanzibar in the foregoing or any order.

FOR COAST AND CALCUTTA.

S. S. "CHYEBASSA," 2,663 tons, on or about 12th May.

FOR ADEN, MOMBASA, ZANZIBAR AND LAMOO.

S. S. "GOA," 1,903 tons, on or about 19th May.

WESTERN AUSTRALIAN GOLD FIELDS.

PASSENGERS and Cargo booked through from Calcutta, Madras, Colombo, Bombay, or Rangoon, *vis* Singapore for all ports adjacent to the various Gold Fields. Fortnightly departures from Singapore.

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Bombay, 10th May, 1899.

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BANKERS AND EAST INDIA AGENTS, BOMBAY.



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Special attention paid to the grouping of those wishing to travel 2nd Class, P. & O. Every assistance rendered to Passengers arriving in Bombay for embarkation. Baggage taken over at the Railway Stations and shipped.

THROUGH RAILWAY TICKETS from any Station in India to Bombay, and Tickets for all Continental Routes furnished on application.

SPECIAL AGENTS of the Firm meet all Steamers at BRINDISI and MARSEILLES.

PACKAGES of every description received for despatch as CARGO to Messrs. Henry S. King & Co., London; or Messrs. King, Baillie & Co., Liverpool. Freight and Marine Insurance effected at the Lowest Rates. QUOTATIONS FURNISHED on APPLICATION.

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For freight and passage apply to

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Manager.

Victoria Buildings, Fort, Bombay, 9th May, 1899.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS

TO MARSEILLES DIRECT.

VIA ADEN, SUEZ, AND PORT SAID.

Vessels.	Tons.	Captains.	To sail on 12 NOON.
SALAZIE	4,255	Negre	6th June 1899
LAOS	6,357	Blandin	4th July 1899
SYDNEY	4,223	Aubert	1st Aug. 1899
CEANIEN	4,249	Schmitz	29th Aug. 1899
ERNEST SIMONS	5,707	Le Coispellier	26th Sept. 1899
INDUS	6,357	Chevalier	24th Oct. 1899

Passengers are requested to ATTEND at the BALLARD PIER for the MEDICAL EXAMINATION at 10 A.M. All luggage, properly addressed and Labelled, should be sent to the Steamer in the Stream the day before, or early on the morning of the day of Sailing.

TO COLOMBO, SINGAPORE, JAVA, SAIGON, TONQUIN, CHINA, AND JAPAN.

Vessel.	Tons.	Captain.	To sail on or about.
CALEDONIEN	4,232	Durrande	31st May, 1899.

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares. This arrangement will prove, in some cases, of special advantage to Passengers on three months' privilege leave.

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SOBERNHEIM is on the direct railway line between PARIS and BRUSSELS, one hour from BINGERBROCK.

BOARD (including room and attendance from one guinea a week. English spoken.

G. KIEHL, Proprietor

LIGHT SUMMER WINES.



HOCKS AND MOSELLES.

IMPORTED DIRECT FROM DEINHARD & CO., COBLENTZ.

STILL—HOCKS.

		Cash. Qts. Rs. a.	Cash. Pts. Rs. a.	Credit. Qts. Rs. a.	Credit. Pts. Rs. a.
GEISENHEIM, good flavour and body	Per doz.	27 0	14 8	30 0	16 4
HOCHHEIM, an agreeable Dinner Wine		33 8	17 8	37 8	19 8
JOHANNISBERG, the Prince of Hocks		58 0	30 0	65 0	33 8
LIEBFRAUMILCH, rich in character and flavour		52 0	27 8	58 0	31 0
STEINWEIN (Glass Jugs), of great fragrance, pure and natural		37 0	.....	41 8	.....
LAUBENHEIM, a light Dinner Wine		28 0	15 8	31 8	17 4
OPPENHEIM		22 0	14 8	24 8	16 4
NIERSTEIN, very soft and of good bouquet		38 0	20 8	42 8	23 0
SUPERIOR SPARKLING HOCK, delicate flavour and bouquet		53 8	28 0	59 8	31 0

SPARKLING MOSELLES.

FINE SPARKLING, fine full flavour	Per doz.	46 4	25 0	51 8	28 0
SUPERIOR SPARKLING, very fragrant	"	54 0	31 0	60 4	34 8
FINEST SPARKLING, NONPAREIL, very rich, delicious bouquet	"	68 8	37 8	76 8	42 0

SAUTERNES.

VERY AGREEABLE DINNER WINES, SOFT, DELICATE, AND REFRESHING.

SAUTERNES, delicate Flavour	Per doz.	25 8	14 8	28 8	16 4
BARSAC, light Table Wine	"	27 8	15 0	31 0	16 12

HUNGARIAN WINES.

CARLOWITZ, Fine Old	Per doz.	22 8	12 8	25 0	14 0
CARLOWITZ	"	15 8	.....	17 4	.....

CLARETS! BURGUNDIES!

NEWLY REVISED WINE LISTS ON APPLICATION.

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Original Price of Artist's Proofs	30 Guineas.	Only a few left.
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The construction of these Refrigerators is the result of numerous experiments and discoveries. These Refrigerators can be placed anywhere without experiencing the slightest influence from the heat. These are constructed with double wooden sides, oak grained, zinc lined, moveable grates, and brass taps.

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REMEMBER OUR NATIONAL HAIR DYE!

Acknowledged to be the best Hair Dye for changing Grey Hair to its natural shade. Quick in action, pleasant to apply, and perfect in effect. Re. 1-10.

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SPECIALLY organized for the conveyance of packages, between India and the United Kingdom at a through rate, inclusive of all charges except Insurance and duty.

Parcels, without limit of weight, are conveyed from Bombay or Karachi to any Railway Station in the United Kingdom at

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For large parcels and packages Messrs. LATHAM & Co. recommend their established and well-known

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AUCTION NOTICE.

TO be SOLD by PUBLIC AUCTION, in the Royal Indian Marine Dockyard, on MONDAY, the 15th May, 1899, and following days, commencing at 2 p.m., a quantity of old Marine and Naval Stores, consisting of Brass, Copper and Lead, old, Cordage, Blocks, Chain Cable, Boats, Drums, Scrap and Old Iron and Steel, Empty Casks, Packing Cases, etc., etc.

The Stores will be ready for inspection of intending purchasers on the 8th idem.

TERMS OF SALE—A deposit of 25 per cent. is to be immediately paid as the lots are knocked down, and the balance to be paid and the articles cleared away on or before the fifteenth day after the sale; otherwise the deposits will be forfeited and lots re-sold for the benefit of the State.

For further particulars apply to the Marine Storekeeper.

S. GOODRIDGE,
Director of the Royal Indian Marine.

R. I. M. Dockyard, Bombay, 1st May, 1899.

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Weldless Steel Tube Frame, 24in. from top of seat-tube to crank axle; 28in. wheels; Dunlop pneumatic Roadster Tyres; block chain; rubber brake and pedals; gear 66in. ..... Rs. 250

11 monthly instalments of ..... Rs. 25 each. 275

THE "KANGAROO" LADY'S.

Weldless Steel Tube Frame, 20in. from top of seat-tube to crank axle; Dunlop pneumatic tyres; block chain; leather gear case; rubber brake and pedals; invented handle-bar; gear 58½in. ..... Rs. 275

12 monthly instalments of ..... Rs. 25 each. 300

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PAR EXCELLENCE THE LEADING BRAND

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"GENUINE HUSCHKE'S COLOGNE WATER"

To be had from all Chemists and Druggists in every part of India.

RUSTOMJEE MANECKJEE & CO.

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A. E. Holdsworth.—"Joanna Traill, Spinster."
C. G. Compton—"Her Own Devices."
A. Cahan.—"Yekl"
G. Colmore.—"Love for a Key."
Stephen Crane.—"The Red Badge of Courage."
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Mrs. Montague Crackanthorpe.—"Milly's Story" (The New Moon.)
Edwin W. Pugh.—"A Street in Suburbia."
M. Hamilton.—"Across an Ulster Bog."
Richard Marsh.—"Mrs. Musgrave and Her Husband."
Thymol Monk.—"An Altar of Earth."

THE ANCHOR LINE S.S. "NUBIA," has ARRIVED from GLASGOW and LIVERPOOL and DISCHARGES in the VICTORIA DOCK.

CONSIGNEES are requested to PRESENT THEIR BILLS of LADING for our COUNTERSIGNATURE, and to TAKE DELIVERY of their GOODS without delay.

Packages exceeding 30 cwts. in weight will be landed on the quay at the risk and expense of Consignees, unless Boats are sent alongside to take delivery without delay.

Consignees are hereby expressly notified that all claims for damage must be adjusted by the Steamer's Surveyor before the Goods are removed from the Landing Shed. The Undersigned decline all responsibilities in respect of Goods removed to the Unclaimed Warehouse. All claims must be presented before the sailing of the Steamer, otherwise, none will be entertained.

Captain CLARK will attend every morning to survey damages.

W. & A. GRAHAM & CO., Agents.

Graham's Buildings, Bombay, 10th May, 1899.

TENDERS are invited by 1 o'clock on MONDAY, the 22nd May 1899, for CONSTRUCTING the Cathedral Girls' Day School, value of work is about Rs. 80,000.

Further particulars may be obtained at the Office of the Undersigned.

K. G. DESAI, L. C. E., Executive Engineer, Presidency District.

VICTORIA JUBILEE TECHNICAL INSTITUTE, BYCULLA, BOMBAY.

CLASSES in ENAMELLING of IRON and SHEET METAL WORKING with the complimentary subjects will be COMMENCED on MONDAY, 5th June, 1899, at 9-30 a.m. Programmes giving for particulars can be obtained on forwarding 4 annas to the Principal at the Institute.

M. C. MURZBAN, Honorary Secretary.

ALCOCK ASHDOWN AND COMPANY, LIMITED.

NOTICE.

THE SIXTEENTH ORDINARY GENERAL MEETING of the Shareholders of this Company will be held at its Registered Office, No 11, Elphinstone Circle, Fort, on MONDAY, the 22nd. instant, at 5-0. P. M.

To receive and adopt the Directors' Report and Audited Balance Sheet made up to 31st December, 1898.

To declare a Dividend, and to transact such other business as may be brought before the meeting.

T. W. HEPWORTH, Secretary and Manager Alcock Ashdown and Co., Ld.

NOTICE is hereby given that Mr. HORMASJI COWASJI BHEDWAR has contracted TO SELL the undermentioned property to our client. All persons therefore having or claiming any right, title or interest in or to the said property or any part thereof by way of inheritance, sale, mortgage, lease, gift or otherwise, howsoever, are hereby required to make the same known in writing to the Undersigned at their office, No 29, Esplanade Road, within 14 days from the date hereof, otherwise, the sale will be completed without reference to any such claim and all such claims if any will be considered as waived. All that piece or parcel of Government land of the Pension and Tax tenure containing by admeasurement 1,711 square yards or thereabouts and registered by the Collector of Land Revenue under old No. 62 new No. 14203 and new Survey No. 1-7512, together with the messuage, tenements, chawls or buildings standing thereon assessed by the Municipality of Bombay under Ward Nos. 994-995 (2) 995 (1) Street Nos. 101 to 121, 1a and 1 all which premises are situate at and on the East side of Parel Road at Bombay, in the Registration District of Bombay and are bounded, on or towards the East by the property of Shewram Bhawoo, on or towards the West by the said Parel Road, on or towards the North by a public passage, on or towards the South by Kala Choukee Road and were formerly in the occupation of Rustomjee Sorabjee Commissariatwalla and his tenants and are now in that of the vendor and his tenants.—Dated this 11th day of May, 1899.

ARDISER, HORMUSJI & DINSHAW, Purchaser's Attorneys.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

ORDINARY ORIGINAL CIVIL JURISDICTION.

SUIT No. 540 OF 1898.

(1) HAKMU LALLA (2) POONA LALLA and (3) NATHOO KHOOSAL, all of Bombay Hindoo inhabitants carrying on business at Kandewadi, without the Fort of Bombay, under the Name, Style and Firm of HACKMAU LALLA and Co. .... Plaintiffs.

VERSUS

JANABAI, widow and Sole Heir and Legal representative of ATMARAM JAGANNATH, deceased, residing at Mallakwady, Girmgam Main Road, without the Fort of Bombay .... Defendant.

WHEREAS in pursuance of a Warrant of sale of immoveable property dated the 23th day of April, 1899, the Sheriff has been directed to SELL By PUBLIC AUCTION, all the right title and interest of the Defendant in the following property at the instance of the Plaintiff.

FIRSTLY.—All that piece or parcel of Fazandari land with messuage tenement or dwelling house standing thereon situate at Mallakwady, Girgaum main Road, and assessed by the Municipality of Bombay under No. 6, and bounded as follows:—On or towards the North by the said Mallakwady Lane, On or towards the South by Bhat Wady Lane, On or towards the East by the property of one Yesoba Ramchandra, and on or towards the West by the property of one Babul Govindji.

SECONDLY.—All that piece or parcel of Fazandary land with messuage, tenement or dwelling-house standing thereon situated at Mallak Wadi, Girgaum, main Road, and bounded as follows:—On or towards the North by the property of Laxuman Vithoba, On or towards the South by the Tulsidas Oart, on or towards the West by the property of Janardan Gopal, and on or towards the East by the property of Bhasker Jagannath the estimated value of the said two houses is 5,000. Notice is hereby given to all persons having rights in or charges or claim an above named property (other than claimes involving on objection to the attachment or seeking the removal of the same) that they should on or before the 15th day of June 1899 lodge in my office a statement verified by oath or solemn affirmation of such rights claims or charges.—Dated this 6th day of May 1899.

A. K. OLIVER, Commissioner.

R. SCOTT & CO., M. R. C. V. S., VETERINARY AND COMMISSION STABLES, Girgaum, and 223, Bellasis Road, Byculla.

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	Rs.
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VOICE from Madras.—C. Green, Esq., Retired Salt Officer and Secy. to Rajah Venecgopala Bahadur, writes on 19th May, 1898:—I suffered with fever for 19 days and had two doctors in attendance, but their Medicines did me no good. I was then recommended to try Batliwalla's Ague Mixture and with few doses the fever left me and I have had no return of it since. . . . . Batliwalla and Co.'s Choleral is as effective in Cholera as Batliwalla's Ague Pills or Mixture are effective in fevers. It has never failed in cases of Cholera, and you are requested to send for its testimonials. Batliwalla's Ague Pills or Mixture and Batliwalla and Co.'s Choleral are sold everywhere, at Re. 1 per bottle, or are sent by Dr. BATLIWALLA, Worlee, Dadur, Bombay. Discount to the Trade.

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AUCTION SALE OF DAMAGED COTTON.

TO-MORROW, FRIDAY, the 12th instant, at 3 P.M., Messrs. BENNETT and Co. will sell by Public Auction at Jamsetjee Bunder, Colaba, about 898 full pressed bales cotton damaged by fire and water.

The above will be sold in small lots to suit the requirements of purchasers.

A deposit of 50 per cent. will be required at the time of sale.

BENNETT & Co.

Bombay, 11th May, 1899.

MEHRJEE JOHNSTON & Co., No. 4, FORBES & MEDOWS STREETS, FORT.

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Under instructions from the Municipal Commissioner for the City of Bombay, Messrs. MEHRJEE JOHNSTON & Co. will sell for removal by Public Auction, THIS DAY, THURSDAY the 11th May 1899 at 2 p.m. on the premises the whole of the materials of the undermentioned buildings viz.:—

Lot No. 1	House	No. 81-83	Cowasjee Patel Street (Fort).	
do do 2	do	do 20-22	Bholwar Lane (Fort).	
do do 3	do	do 46-48	do	(Fort).
do do 4	do	do 2	Pelwadi (Vithalwadi) Market.	
do do 5	do	do 86	Cavelwadi, Dhobitalao.	
do do 6	do	do 26	Dhobias Wadi, Fanaswadi.	
do do 7	do	do 27	do.	do.

For further particulars and condition of sale apply to the undersigned.

SALE OF THE BHAVNAGAR FLOUR MILLS.

Under instructions from C. A. Turner, Esq., Official Assignee, H. C., and in re Visram Meghjee, an insolvent, and with the consent of the mortgagees, Messrs. MEHRJEE JOHNSTON and Co. will sell by Public Auction, on THURSDAY, the 18th May, 1899, at 4 p.m. (unless previously disposed of by private sale), all the machinery, engines and implements belonging to and lately used in the Bhavnagar Flour Mills at Duncan Road, subject to a reserve bid.

Particulars and conditions of sale may be seen at the offices of Messrs Payne, Gilbert, Sayani and Co., Solicitors, or of the Undersigned.

MEHRJEE, JOHNSTON & Co.

Bombay, 11th May 1899.

BANKS.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER.

CAPITAL £800,000
RESERVE FUND..............£500,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000

HEAD OFFICE.

HATTON COURT, THREADNEEDLE STREET, LONDON

AGENCIES AND BRANCHES:

Bombay.	Singapore.	Hankow.
Calcutta.	Bangkok.	Foochow.
Rangoon.	Kwala Lumpur.	Manila.
Colombo.	Batavia.	Yocohama.
Penang.	Sourabaya.	Kobe.
Thaiping.	Hongkong.	Tientsin.
Deli (Sumatra).	Shanghai.	

The Corporation GRANT DRAFTS on the above Agencies and Branches; buy and receive for collection Bills of Exchange; issue Letters of Credit; and undertake general banking business.

FIXED DEPOSITS

are received for TWELVE MONTHS at FOUR AND A HALF PER CENT per Annum. Rates for shorter periods may be ascertained on application.

JOHN STIVEN, Agent.

Bombay Agency, Elphinstone Circle.

NATIONAL BANK OF INDIA, LD.

SUBSCRIBED CAPITAL £1,000,000
PAID-UP CAPITAL £500,000
RESERVE FUND £280,000

HEAD OFFICE:

47 THREADNEEDLE STREET, LONDON, E. C.

BRANCHES:

Calcutta, Bombay, Madras, Colombo, Kurrachee Delhi, Rangoon, Mandalay, Tuticorin, Kandy Newera Elya, Zanzibar, Steamer Point, Aden Cawnpore and Mombassa.

FIXED DEPOSITS.

The Bank receives DEPOSITS FIXED for one year and shorter periods, at Rates of Interest to be ascertained on application.

CURRENT DEPOSIT ACCOUNTS are opened for approved Customers, and Interest is allowed at 2 per cent. per annum on daily balances from Rs. 1,000 up to Rs. 1,00,000, but no Interest is allowed when the sum accrued does not amount to Rs. 10 half-yearly.

BILLS OF EXCHANGE payable in the principal Cities of Europe, India, China, and Australia purchased or collected.

DRAFTS are granted on the Head Office and Branches of the Bank and on the principal Cities of Europe and Australia. Remittances may be made by telegram.

The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares, and receives same for safe custody realising Interest and Dividends when due.

LOANS and CASH CREDITS granted on approved Securities.

ROBT. R. ROSS, Acting Manager.

THE YOKOHAMA SPECIE BANK, LD.

SUBSCRIBED CAPITAL...... Yens 12,000,000
PAID UP CAPITAL 10,500,000
RESERVE FUND 7,300,000

HEAD OFFICE:—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokio, Kobe, London, Lyons, New York, San Francisco, Hawaii, Shanghai, and Hongkong.

BANKERS—The LONDON JOINT STOCK BANK, The UNION BANK of LONDON, AND THE PARR'S BANK, LIMITED.

BOMBAY AGENCY.

LIBERAL INTEREST allowed on CURRENT ACCOUNT and FIXED DEPOSITS on Terms to be learnt on application.

CREDITS granted on approved Securities and every description of Banking and Exchange Business transacted.

DRAFTS granted on JAPAN, and the Chief Commercial places in the World.

Y. MATSUO, Agent.

Albert Building, Hornby Road, Fort, Bombay.

INDISPENSABLE TO TOURISTS.

TWENTY-FOURTH EDITION.

MACLEAN'S GUIDE TO BOMBAY AND BOMBAY DIRECTORY FOR 1899.

WITH PORTRAIT OF HER HIGHNESS MAHARANI JUMNABAI OF BARODA.

PRINTED AND PUBLISHED

At the *BOMBAY GAZETTE* OFFICE

PRICE: Rs. 5; with Postage Rs. 5-4.

THE GUIDE AND DIRECTORY for the year 1899 contains much new and valuable information brought up to date, and details the progress made in the City during recent years. It contains

A BRIEF HISTORY OF THE PLAGUE EPIDEMIC.

In addition to recording the advance that has been made in the commerce and manufacturing industry of Bombay, the Guide gives a comprehensive account of the numerous charitable institutions of the different communities, and accurate and detailed descriptions of the public buildings of the City including those which have been completed during the year.

BOMBAY GAZETTE OFFICES, No. 18, ESPLANADE ROAD.

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NOTICES.

P. & O.
PURE OLD
WHISKY.

KING, KING & Co.,
BOMBAY.
KING, HAMILTON & Co.,
CALCUTTA.

CURRENT ACCOUNTS opened free of charge for Commission, and interest at 2 per cent. per annum credited on 30th June and 31st December, when the minimum balance does not fall below Rs. 500. Currency Notes of all Circles and Demand, Hundies payable in Bombay received without charge.

FIXED DEPOSITS received, subject to six and twelve months' notice of withdrawal at rates which can be ascertained on application.

HOME REMITTANCE ACCOUNTS opened and interest at 3 per cent. per annum allowed upon deposits of Rs. 500 and upwards.

REMITTANCES TO THE UNITED KINGDOM. Demand and Telegraphic, made at the current rates of Exchange, and addresses in connection with the latter registered Free of Charge through Messrs. HENRY S. KING & CO., 65, Cornhill, London.

LONDON:
HENRY S. KING & CO.

THE JIVRAJ BALLOO SPINNING AND WEAVING COMPANY, LIMITED.
NOTICE

IS hereby given that an ORDINARY GENERAL MEETING of the Shareholders of the Company will be held at its Registered Office, New Markur's Buildings, Apollo Street, Fort, on Thursday the 11th May, 1899, at 3 p.m., to transact the following business:

I.—To receive and adopt the Directors' Report and Audited Balance Sheet and Abstract of Profit and Loss Account for the year ending 31st December, 1898.

II.—To elect Directors in the room of those who retire by rotation but are eligible for re-election.

III.—To appoint Auditors for the current year and fix their remuneration.

The Transfer Books of the Company will be closed from Thursday, the 4th, to Thursday, the 11th of May, both days inclusive.

By Order of the Board of Directors.
BURJORJEE RUSTOMJEE,
Secretary.
Bombay, 27th April, 1899.

BANK OF BOMBAY.
SAVINGS BANK.

THE BANK receives DEPOSITS on the following terms:—

Sums not exceeding Rs. 1,000 in the aggregate may be deposited within any one year from 1st January to 31st December.

Deposits may be made in the names of two or more persons, and the balance made payable to one or more of them or to the survivor or survivors.

Interest is allowed at the rate of THREE PER CENT. per annum on the minimum monthly balance not exceeding Rs. 5,000.

Copies of the Rules can be obtained on application at the Bank.

JAS. H. SLEIGH,
Secretary and Treasurer.
Bombay, 25th February, 1897.

QUICK ROUTE
THROUGH AMERICA.
THE SAN FRANCISCO OVERLAND ROUTE
THE PACIFIC MAIL S. S. Co.
OCCIDENTAL AND ORIENTAL S. S. Co.
CENTRAL PACIFIC, UNION PACIFIC AND CHICAGO AND NORTH WESTERN RAILWAYS.

THE Fast and Magnificent Steamships of these Lines SAIL from HONGKONG via SHANGHAI and NAGASAKI through the famous Inland Sea of JAPAN, KOBE, YOKOHAMA and HONOLULU to SAN FRANCISCO. PASSENGERS selecting this route derive the benefit of the beautiful Scenery of the "Paradise of the Pacific." Layovers are granted at Honolulu enabling those who desire to stop and visit the volcano and other points of interest.

Via the Central Pacific, Union Pacific and Chicago and North Western Railway it requires but 4 1-2 days to cross the American Continent through the finest scenery in the World. Solid vestibuled trains consisting of Pullman's Luxurious Double Drawing-room Sleeping Cars and Free Reclining Chair Cars from San Francisco to Chicago without charge. It is the line selected by the United States Government to carry the fast mail; it is much shorter than any other, gives passengers the choice of lines from Chicago to all Eastern Cities and combines all the latest conveniences and luxuries, revolved in modern Railway travel.

For further information apply to—
WHITNEY BROTHERS & Co., Calcutta.
THOMAS COOK & SON, Bombay and Calcutta,
KING, KING & Co., Bombay, or
T. D. McKAY,

General Passenger Agents,
San Francisco Overland Route,
No. 4, Water Street,
Yokohama, Japan.

BANKS.

THE COMMERCIAL BANK OF INDIA, LIMITED.
HEAD OFFICE—MADRAS.
ESTABLISHED A.D. 1885.
BRANCHES at Bombay, Calcutta, Rangoon, Kurrachee, Rawalpindi, Murree, and London.

	Rs.
PAID-UP CAPITAL	40,00,000
RESERVES AND REST	13,37,417
SECURITY PROVIDED FOR DEPOSITORS	53,37,417

CURRENT ACCOUNTS receive 2 per cent. per annum up to Rs. 10,000 in the event of the balance not falling below Rs. 500.

STERLING DEPOSIT ACCOUNTS for Home Remittances receive 4 per cent. per annum.

FIXED DEPOSITS.—Receipts issued for 24 months at 5 1-2 per cent., 12 months at 5 per cent., 9 months at 4 1-2 per cent., 6 months at 4 per cent. per annum.

Special rates are given for Short Terms Deposits during the busy season.

PRUDENTIAL, OR PROVIDENT FUND.—Sums as small as Rs. 10 are received, carrying 5 per cent. interest, compounded half-yearly.

N. B.—The Bank will also transfer sums for Deposit or Credit in London, carrying interest from date of transfer in India.

Accounts are opened and Receipts issued in the name of "either or survivor."

CHEQUES, BILLS, HUNDIS and CURRENCY NOTES of any Circle are collected and credited, free of charge, in any of the Interest Deposit Accounts.

CREDITS, LOANS, BILLS, and PROMISSORY NOTES negotiated.

INVESTMENT ORDERS on London Stock Exchange under Code with London Branch.

Rules and Particulars obtainable at any office of the Bank.

By Order of the Board,
F. D. STRANACK,
Manager.
Bombay, 1st January, 1899.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid up Capital	$ 100,00,000
Reserve Fund	$ 100,00,000
Reserve Liability of Proprietors	$ 100,00,000

COURT OF DIRECTORS AND HEAD OFFICE IN HONGKONG:
T. JACKSON, *Chief Manager.*
London Bankers.—LONDON AND COUNTY BANKING COMPANY, LD.
LONDON COMMITTEE;
E. F. DUNCANSON, Esq., of Messrs. T. A. Gibb and Co.
WM. ANASTASIUS JONES, Esq., (Director of the London and County Banking Co., Limited.)
F. D. BARNES, Esq. (Managing Director, P. and O. S.N. Co.)
G. E. NOBLE, Esq., 34 Inverness Terrace, Bayswater, W.
EWEN CAMERON, JOHN WALTER, } Managers.
BRANCHES AND AGENCIES.
LONDON, HONGKONG, SHANGHAI.

AMOY.	HANKOW.	PENANG.
BANGKOK.	HIOGO.	RANGOON.
BATAVIA.	ILOILO.	SAIGON.
BOMBAY.	LYONS.	SANFRANCISCO
CALCUTTA.	MANILA.	SINGAPORE.
COLOMBO.	NAGASAKI.	SOURABAYA.
FOOCHOW.	NEW YORK.	TIENTSIN.
HAMBURG.	PEKING.	YOKOHAMA.

BOMBAY AGENCY.
CURRENT DEPOSIT ACCOUNTS.

Interest allowed at 1 per cent. per annum on Daily Balance if not under Rs. 1,000, and not exceeding Rs. 1,00,000; but no interest is allowed when the sum accrued does not amount to Rs. 5 half-yearly.

FIXED DEPOSITS.

Received on terms which may be learnt on application. Credits granted on approved Securities, and every Description of Banking and Exchange Business transacted. Drafts granted on London and the chief commercial places in Europe, India, Australia, America, China, and Japan.

G. H. TOWNSEND,
Agent.
47, Church Gate Street, Bombay, and at 51 Dalhousie Square, South, Calcutta.

BOMBAY.

TO-DAY.

Sun rises, 5h. 28m. Sun sets, 6h. 25m. High water, 0-38a. Low water, 5-34m., 6-20a.
Municipal Corporation, 3 p.m.
Jivraj Balloo Spinning and Weaving Company, Apollo Street, 3 p.m.

PRINCE'S DOCK.—The steamer Indravati entered the dock on Tuesday and the steamer Byculla yesterday.

VICTORIA DOCK.—The steamer Maria Valerie left the dock yesterday.

POLO.—There will be a game, this evening, at 5-15.

ROVERS' FOOTBALL CLUB.—A general meeting of the above club will be held at the Apollo Bunder Rooms (Messrs. W. B. Green and Co.), this evening, at 6-30. A large turn out of members is requested.

SCARCITY OF WATER AT MALAD.—The residents, permanent and temporary, of Malad—a village slowly expanding these last few years, and latterly a favourite retreat of plague refugees from Bombay,—have applied to the Agent of the B. B. and C. I. Railway Company to arrange for the provision of water for drinking purposes at the railway station. The scarcity of water in the village appears to be great.

SERIOUS INJURY TO A PAINTER.—Ramji Shunker, a Hindu, aged twenty-seven years, employed as a painter on board the steam-ship Goa, now lying in the dry dock, was, on Tuesday afternoon, standing on a stage, which was erected fon the portside, and was painting the bows of the vessel. Suddenly the lashing on the fore part of the stage accidentally carried away and the painter fell to the bottom of the dock, a distance of about twenty-three feet. He sustained a fracture of the skull. Ramji was conveyed in an unconscious state to the Gocuidas Tejpal Hospital, where he has been detained.

FATAL ACCIDENT TO A YOUNG MECHANIC.—William Jedd, aged twenty-two years, employed as a mechanic apprentice in the P. and O. Company's Dockyard at Mazagon, fell into the Company's dry dock, yesterday morning, at 4 o'clock, and was killed on the spot. It appears that the deceased was walking on a plank placed between the wharf and a steamer, which was lying in the dock for repairs, when he, it being dark, misjudged his footing and fell to the bottom of the dock. He was killed on the spot. Mr. Turner, the Coroner, held an inquiry, yesterday morning, at the dock, when the Jury brought in a verdict of accidental death.

BURGLARY AT DUNCAN ROAD.—Kassum Baaji, a milk seller of Duncan Road, has made a report to the police that he closed his shop at midnight on the 8th instant and went to sleep on the verandah. On awaking the next morning and going into the shop, he discovered that the place had been broken into during the night, an entrance having been effected by removing a wooden bar from a window at the rear of the house. A wooden box was found to have been forced open, and gold and silver ornaments, currency notes, and cash, of the collective value of Rs. 473, were abstracted therefrom. The wooden bars were very old, and there were no shutters to the window. Police investigation is in progress.

FAREWELL ENTERTAINMENT.—Mr. Dattatraya Narayan Vaidya, of the firm of Messrs. Captain and Vaidya is a passenger by the French steamer Oceanien. He goes to England on behalf of Mr. E. D'Souza, who accompanies Mr. Vaidya, to institute a chancery suit against the estate of Sir Walter DeSouza, of Calcutta. Mr. Vaidya worked as a volunteer during the plague epidemics at Sion. His friends therefore entertained him at a banquet on Monday evening last. After the usual toasts, several speeches were delivered. To see him off among those present at the Ballard Pier were: Rao Bahadur B.B. Pitale, Mr. B. N. Vaidya: Administrator of Jamkhandi State, Messrs. M. S. Captain, Kirtikar, Dalvi, M. R. Vaidya, Tetle, etc., and the staff of Mr. Vaidya's firm. After the presentation of garlands, bouquets, and farewells Mr. Vaidya left the pier.

THE FATALITY IN THE HARBOUR.—Mr. Allan F. Turner, the Coroner, held an inquiry, yesterday, at the Bori Bunder police chowkey, regarding the death of Raibai, a Hindu woman, aged thirty years. It appears that the deceased and a number of other coolies had been employed as labourers on board the steam-ship Oolabaria. On Sunday evening, after the labourers had knocked off work, five or six of them, including the deceased Raibai, attempted to force themselves into a prow that was lying alongside the ship, and in doing so they all fell into the sea. Four out of the six were rescued from drowning, while deceased and another woman, named Ittabai, were drowned. The body of Raibai was recovered at half-past 8 o'clock on Tuesday evening, while no trace could be obtained of the other woman. The Jury returned a verdict of accidental death.

ROBBING A SLEEPING MAN.—Before Mr. W. R. Hamilton, Second Presidency Magistrate, at the Mazagon Police Court, yesterday, Inspector Gannon prosecuted one Ali Razak Khair Ali, a Mahomedan, on a charge of stealing Rs. 12 in cash from the person of Oosmanshah Mohidin. The accused, who had been in jail before, used to do odd jobs. On Monday night, complainant was lying asleep on the verandah of his shop at Bhendy Bazaar Road. Shortly after midnight he was aroused from his sleep by some one feeling at his pocket. Complainant got up and saw the accused running away. He examined his coat pockets and discovered that Rs. 12 in cash were gone. The accused in his hurried flight dropped Rs. 11 on the road. A policeman arrested the accused and found eight annas on his person. The accused against whom there stood two previous convictions, pleaded guilty to the charge. He was sentenced to six months' rigorous imprisonment.

AN ALARM OF FIRE.—About half-past 9 o'clock, yesterday morning, an alarm was given that a fire had broken out in a stack of cotton bales at Colaba. The Colaba and Fort engines immediately proceeded towards the Cotton Green, where thousands of bales of cotton are lying in heaps, but could not discover where the outbreak had occurred. The Fire Brigade steamers from all parts of the town continued to come in, Mr. Nicholls, the head of the fire-brigade being also present. In a short time a large crowd of people assembled on the road between the Arthur and Jamsetji Bunders. It was subsequently ascertained that a bale of cotton in a stack, lying on the open space near the Jamsetji Bunder, had been found to be on fire, and that the conflagration had already been put out by the men working there. The property belonged to Messrs. Lyon & Co., and the damage is estimated at Rs. 50. The origin of the fire is not known. It was the same stack which had been found on fire on Sunday last.

HEAVY PUNISHMENT FOR AN ASSAULT.—At the Esplanade Police Court, yesterday, before Mr. P. H. Dastur, Aga Mahomed Aga Abdul Ali, a Mogul broker in indigo, was charged with having, on the 21st April last, assaulted three Hindus, named Soma Lingoo, Prag, and Vallabhdas Purshotam rather severely. Mr. Ragnavjee, of Messrs. Muljee and Raghavjee, appeared for the complainants, and Mr. Hugh Sealy for the accused. It was stated that, on the 21st April, which was the Bakr-i-Eed holiday, the accused was treated by some friends to a larger quantity of whisky and soda than was good for him. He lost self-control, and with a stick accosted several persons whom he met in the street, including the three complainants, the last of whom received a deep wound on the head, for the treatment of which he was detained in the Goculdas Hospital. The next morning, when the accused was sober again he repented of what he had done the previous evening, called upon the complainant who had received a wound in the head, and asked his forgiveness, saying he was drunk and did not know what he had been doing. Mr. Sealy pleaded guilty for him as he was a respectable citizen, and asked the Magistrate to deal leniently with him. His Worship fined the accused in the aggregate sum of Rs. 120, of which Rs. 80 were to be apportioned among the defendants as compensation.

BY way of illustrating the practical evils of a stringent money-market in India, Mr. D. Cruickshank, of the firm of Messrs. Begg, Dunlop and Co., put an interesting tabular statement before the Currency Commission. The average cost of money in the first six months of 1898 was fully 11 per cent., so that if we take 6 per cent. as a fair charge, the excess interest on overdrafts is necessarily very heavy. Taking nine Calcutta jute mills the statement works out as follows:—

Company.	Capital.	Bank Overdrafts.	Excess interest incurred on overdrafts for half-year ending 30th June 1898.	Excess interest represents following dividend per annum on capital.
			Rs.	Per cent.
Kanknarrah	14,00,000	6,51,280	16,282	2 1-3
Khardah	12,00,000	7,38,361	18,459	3 3-4
Standard	10,00,000	5,80,237	14,505	2 4-5
Union	9,00,000	10,46,680	26,167	5 4-5
Seebpore	10,00,000	26,69,107	66,735	13 1-3
Gowrepore	19,00,000	10,66,752	26,668	2 4-5
Central	7,00,000	4,67,775	11,694	2 1-2
Hooghly	33,60,000	22,46,151	56,153	3 1-3
Alliance	11,00,000	8,63,453	21,586	3 9-10

In other words but for tight money the shareholders in these concerns would have had anything from 13 1-3 to 2 1-3 per cent. added to their dividends.

THE COLLISION ON THE B. B. & C. I. RAILWAY.

DOLBEN'S EVIDENCE.

MR. ALLAN F. TURNER, the Coroner, resumed the inquiry, yesterday afternoon, at the new offices of the B. B. & C. I. Railway Company, Church Gate, regarding the circumstances under which three persons, viz., Babaji Baji, aged forty years, Doorgabai, a girl, aged ten years, and her brother, Arjoon Balla, aged eight years, met their deaths while travelling between Marine Lines and Churney Road stations, on the morning of the 10th ultimo. Mr. P. Byrne, of Messrs. Roughton and Byrne, solicitors, appeared for J. Dolben, the driver of the engine which collided with the up local train. Mr. Clabby, the Superintendent, and Mr. Manecksbaw D. Doctor, Chief Inspector of the Railway Police, watched the proceedings on behalf of the Railway Company. Mr. De Sa, Traffic Inspector, was also present.

At the outset the Coroner called Joseph Dolben driver of the light engine which collided with the local train, and asked him if he wished to make any statement before the inquiry, warning him at the same time that whatever he would state might go against him.

Dolben said that he was willing to give evidence before the inquiry.

Joseph Dolben, examined by Mr. Byrne, said: I am a driver in the employ of the B. B. and C. I. Railway. I am now thirty-six years of age. I have put in twenty-one years in railway service—eleven years in the United States of America, seven years in this country, and three years at home. During the whole of my service I have been a driver. On the morning of the 10th April last, I started with a light engine from the Parel shed, to go to Colaba to take up No. 3 down passenger train. This was my second trip only on this engine to take up the train. I have been in the employ of the B. B. and C. I. Railway Company for the last seventeen months.

Mr. Byrne: From the time you started from the running shed up to the time of the collision, had you had any signals against you.

Dolben: Not a single signal was against me during the whole journey. I used to run my engine at an uniform speed. By "uniform speed." I mean at four or five miles an hour. I was going tender foremost. My tender was pretty well filled with coal. It was heaped up all over the tender. It was usual to fill up the tender in that way when it has to go on a long journey. The tender contained about seven tons of coal.

Mr. Byrne: Is it against the rules of the company to run tender foremost with a light engine?

Dolben: I do not know about the rules, but they have made it a habit to run tender foremost with a light engine. All light engines that go from Parel to Colaba to work trains invariably run tender foremost. The tender in front considerably did prevent me from looking the signals, unless I leant forward. All the signals on the way are not of the same height.

Mr. Byrne: Since the time you got on the engine at the Parel running shed until the collision took place where were you?

Dolben: I was seated on the engine on the driver's—Queen's Road side. I was on the look-out since the commencement of my journey. When I came to the curve from the Grant Road station, I leant out of the engine to look at the signals. I saw the home signal and the starting signal when I was in the Churney Road station. Both of them were off.

Mr. Byrne: Had you then any other duty to perform except to keep a look-out?

Dolben: None whatever. I got up that morning at half-past 4 o'clock. I was sober. I had no drinks that morning nor the day previous.

Coroner: Nothing alcoholic?

Dolben: No beer; no alcoholic drinks. I don't take any spirits or wines.

Coroner: What, a perfect teetotaler?

Dolben: I am a man of temperate habits. I don't belong to any Temperance Society. I am a teetotaler. After leaving the Churney Road station there is a considerable curve to the right on the up line. I know the Sonapore No. 2 signal. It is very difficult to see that signal from a distance. There is an over-growth of trees which forms a background and makes it difficult to see the signal. They are dark-green trees. After the collision, I looked at No. 2 signal from the top of the overbridge and from the ballast underneath.

Mr. Byrne: Is it easy to see the signal from those places?

Dolben: No. I have a very good sight.

Mr. Byrne: After leaving the overbridge, what your first fireman was doing?

Dolben: He was shovelling coals into the fire-box.

Mr. Byrne: What did he do then?

Dolben: After shovelling coals, he stood upon the righ hand side of the engine. He did not do anything after that and before the collision.

Mr. Byrne: What was your second fireman doing?

Dolben: He was oiling the slide bars, which could have been done after arriving at Colaba. I did not see him doing anything except the oiling business up to the collision took place.

Mr. Byrne: Is it a pretty rapid curve?

Dolben: It is a considerable curve. It is what I call a very heavy or sharp curve.

Mr. Byrne: The curve being on the right and you being on the left hand side of the engine, it makes it much more difficult for you to see anything on the line ahead than if the line was straight?

Dolben: Yes, considerably. I felt quite safe that all the signals were off. My engine was about twenty feet away from the rear brakevan of No. 74 up local train, when I first noticed it. On seeing the train I ordered my first fireman to put on the brake and I reversed the engine. No flag was exhibited when I first saw the train in front of me.

Mr. Byrne: Where was this local train standing at the time of the collision?

Dolben: The whole of the train, except three or four carriages, was standing outside No. 2 signal. Each carriage is about thirty or thirty-five feet long on an average.

Mr. Byrne: When a distant signal is at danger, what do you do—what is the rule,—where do you stop?

Dolben: I must proceed as far as that signal, but should not pass it. I must stop outside the signal. The driver of No 74 up local train had passed the signal at danger, which he should not have done. The duty of that driver was to stop his train near the signal when the signal was against him.

Mr. Byrne: Could you have done anything more to avert the collision?

Dolben: I did all I could to avert the collision. When the collision took place I felt the shock. My tiffin box was on a board on the end of the tender.

Mr. Byrne: Did the force of the collision disturb your "khana box?"

Dolben: Not in the least.

Mr. Byrne: Can you give any explanation why it was that you felt the shock so slight, considering the carriages were telescoped?

Dolben: I don't know that; that is a curious and difficult question to answer.

Coroner: You say that the collision did not move the tiffin box, but it telescoped two carriages—can you account for it?

Dolben: I cannot explain that to the Jury.

Mr. Maneckshaw: Sometimes extraordinary things happen.

Mr. Byrne; What was the first thing you did after the collision?

Dolben: I immediately got down from my engine on the sea side on to the ballast. The first thing I saw was the guard jumping out on the sea side. Next I saw the driver of the train running down the ballast towards the rear of the train. I stood where I was, and when the driver of the local train came up to me, I drew his attention to the starting signal, which was then off. I said nothing whatever to any of the fireman regarding the signal being off. I drew the driver's attention by pointing to the signal with my hand. The signal was still off.

Mr. Byrne: Did you do anything after that?

Dolben: I had to look after my engine. Both the buffers of my tender were cracked. That was the only damage done to my engine.

Coroner: Yours was the main line engine?

Dolben: Yes, bigger in size than the engine of the local train. The weight of my engine was average.

Mr. Byrne: When you first saw the local train, were you leaning out?

Dolben: Yes. As soon as I leant out, I saw the top of the brake-van.

Coroner: That was the first time perhaps you leant out of the engine?

Dolben: I was leaning out at every curve. I was leaning out along the whole of the curve from Grant Road to Churney Road station. I could have seen the line very much better from the sea side of the engine than from the other side. If the fireman is engaged and not on the foot plat, then it is my duty to cross over and go to the other side of the engine. The first fireman was apparently on the look-out because his eyes were turned in front, and could have easily seen the signals. In my railway experience I have never heard or seen a driver use the vacuum brake on a light engine.

Coroner: Why not?

Dolben; Because it requires a full blow of steam to keep it in working order, and it means the waste of fuel.

Coroner; De Silva had stated that the automatic brake should be kept ready for use on a light engine. Do you agree with him?

Dolben: No, I don't agree with him. The station-master of the Churney Road station came to the scene twenty-five minutes after the collision had taken place.

The cross-examination of the witness was not commenced, when the inquiry was adjourned to till tomorrow at 2-30 p.m.

BOMBAY PORT TRUST.

THE following are excerpts from the proceedings of a meeting of the trustees of the Port of Bombay, held on the 2nd May:—

Submitted memorandum from the Engineer, dated 25th April 1899, forwarding an application from Mr. Rustomjee Shapoorjee, contractor, for the renewal for another year of his license to clean, paint, and repair vessels in the Merewether Dry Dock.

Read application, dated 25th April 1899, from Mr. Rustomjee Shapoorjee, contractor, above referred to.

Resolution.—The license may be renewed.

Submitted trustees' resolution No. 98, dated 4th April 1899.

Read letter from the Engineer, dated 28th April 1899, forwarding a revised plan of the buildings to be erected on plots Nos. 31 and 32, and recommending that the plans be approved subject to all Municipal requirements being conformed to, and that the elevations be submitted before the superstructure is commenced.

Submitted the revised plan above referred to.

Resolution.—The plans are approved subject to all Municipal requirements being complied with, but no part of the superstructure should be commenced until the plans showing the elevations have been approved.

THE QUESTION OF A SINKING FUND.

Submitted Government resolution, Marine Department, dated 11th October 1897, enquiring whether the trustees should not, in view of the generally prosperous condition of their funds, make further provision for sinking funds for their debt.

Submitted extract from Chapter XX, "The Mersey Docks (Money) Act, 1859," relative to the provision of a sinking fund for the repayment of the principal moneys borrowed by the Mersey Board under the authority of Parliament.

Submitted copy of letter dated 21st November 1894, addressed to the Secretary to Government, Marine Department, making proposals in regard to the reduction of the rate of interest on the trustees' capital debt due to Government. Submitted draft letter to Government, showing that since the formation of the Trust in 1873, sums aggregating Rs. 66 lakhs have been appropriated from the revenue towards the reduction of debt, improvement of assets, sinking funds and reserves, that the indebtedness of the Trust at 31st March 1898 was Rs. 520 lakhs, but this includes plant of the value of Rs. 30 lakhs in respect of which a special sinking fund is being accumulated, and that the debt to be provided for is therefore Rs. 490 lakhs that sixty years have been fixed by Parliament as the longest period allowed for the redemption of debt, and it is accordingly proposed that the sum to be set apart annually from the revenue calculated on that basis, allowing for compound interest at 3½ per cent., should be fixed at about Rs. 2,45,000, that Rs. 2,10,000 is now set apart for the same purpose, so that the present proposal means an increase of only Rs. 33,000 in the appropriations from revenue, and the trustees are prepared to meet this further charge, but in doing so they hope that at a convenient time the rate of interest on the debt due to Government may be reduced from 4½ per cent. to the reduced rates that Government are now paying on their Loans, the saving which will exceed a lakh of rupees per annum, being applied either to the reduction of wharfage rates or as a reserve against the interest on the Loans which the trustees will soon have to raise for the extension of the Docks and the provision of other facilities in the Port.

Read the following report made by the Finance Committee at their meeting held on 2nd May 1899:—"The Finance Committee, on a reconsideration of proposals as to the formation of a sinking fund and after perusal of the minutes of those trustees who are not on the Finance Committee, are of opinion that the whole amount of the annual provision for this fund should be funded and not partially applied as before recommended to the carrying out of new works chargeable tocapital."

Resolution.—The recommendations of the Finance Committee in their report of 2nd instant are adopted and the draft letter to Government approved as originally drafted, that is, with the provision that the whole amount should be funded and not partially applied to capital works.

THE HOSPITAL NURSING FUND.

Read letter from Mr. L. R. W. Forrest, Honorary Secretary, St. George's Hospital Nursing Fund, dated 8th February 1899, acknowledging receipt of the sum of Rs. 1,917 paid to him as the contribution of the trustees to the Nursing Fund for the year 1898-99; saying that it was understood that the trustees had agreed to allow Rs. 200 a month, and requesting that that sum may be given to meet the expenses of Nursing which are growing heavier every year owing to an increase in the number of patients, pointing out that Government in calculating the expenses of the Hospital, of which the trustees share a part, take into consideration only Rs. 850 a month paid for Nursing, and that the Committee have to provide the difference which comes to another Rs. 850 a month, and also asking the trustees, in view of the benefit obtained by the City in general through the existence of a large body of trained nurses, to make a special grant of Rs. 5,000 towards the erection o additional Nurses' Quarters.

Read further letter from Mr. Forrest, dated 13th February 1899, forwarding an extract from the accounts of the fund showing the receipts and expenditure of the Nursing Institution, pointing out that nothing is allowed in the account for the Nurses' Provident Fund, and Rs. 40,000 will probably be spent on the quarters and that about half the amount has been collected from the public up to date.

Read note by the seretary, dated 28th April 1899, explaining that the agreement with Government and the trustees in respect to the Nursing Fund of St. George's Hospital is that the trustees should subscribe annually towards the cost of nursing in the Hospital a sum proportionate to the number of seamen treated there, pointing out that the average number of patients treated in the Hospital during the three years ending March 1898 was 34.539, of which 7,202 were seamen and the trustees's share of thecost of nursing for the next term of three years is therefore Rs. 4,254 (7202-84539 by Rs. 20,400) per annum, but half this sum having been paid to Government as explained above the remaining half only, or Rs. 2,127 per annum, is payable to the trustees of the fund, but that owing to certain figures furnished by Government having been misunderstood, the payment for last year was made at the rate of Rs. 1,917 per annum and proposing to pay the difference between this sum and Rs. 2,127 in respect of last year and for each of the remaining two years of the triennial term to pay the latter sum and expressing the opinion that the trustees would be justified in making a grant to the erection of nurses' quarters under the provisions of section 36 (5) clause (*d*) of the Indian Ports Act X, 1889, remarking that the proportion of seamen treated in St. George's Hospital calculated on the figures of thirteen years is on an average about 24 per cent. and that the estimated cost of the quarters being Rs. 40,000, 24 per cent. on that sum would be Rs. 9,600, while the amount of the special grant applied for is Rs. 5,000 only, adding that in the Budget Estimates a surplus is anticipated of Rs. 34,000 of which Rs. 8,000 is expected from the Port Department and that the grant if sanctioned may be appropriated from the latter.

Resolution.—The annual contribution towards the St. George's Hospital Nursing Fund for the three years 1898-99 to 1900-1901 is fixed at Rs. 2,127, and the short payment for 1898-99 should now be made up. The trustees are pleased as a special case to give a donation of Rs. 5,000 towards the erection of additional nurses' quarters, provided such donation may in the opinion of the trustees' solicitor be legally made from Port Funds.

THE following were amongst the papers laid on the table:—

Pilotage statement:—

	For week ending 28th April 1899.	Total from 1st to 28th April 1899.	For week ending 28th April 1898.	Total from 1st to 28th April 1898.
Vessels piloted into harbour	18	86	14	85
Do. piloted out of harbour	22	84	16	77
Do. transported	17	59	20	70
Do. attended to	1	5	1	14
Do. warped	2	5	2	5

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THE PROFESSION TAX IN CAWNPORE.

MR. STRACHEY WINS.

JUDGMENT was delivered on Friday in the High Court in the appeal of T. E. Strachey *versus* the Municipal Board of Cawnpore to the following effect. Messrs. Porter and Wallach appeared for the appellant, and Mr. Chamier, the Government Advocate, appeared for the respondent.

This appeal and the connected first appeal No. 29 of 1896 have arisen out of a suit brought by Theodore Edward Strachey, a barrister practising at Cawnpore, against the Municipal Board of Cawnpore, in which he seeks to recover the sum of Rs. 200, which, he alleges, was illegally levied from him by the Municipal Board as license tax, with Rs. 8 interest thereon, and also prays for an injunction restraining the defendant Board from levying or recovering any assessment from him by virtue of the resolution and notice under which the tax was assessed. The learned District Judge has given the plaintiff a decree for the money claimed, but has refused the prayer for the injunction. Both parties have appealed to this Court. This is the appeal of the plaintiff against that part of the decree of the lower Court which refused the injunction. It appears that under the provisions of section 15 of Act No. 15 of 1873, a tax upon trades and professions in the Cawnpore Municipality was imposed by the Municipal Committee. The rules made by the Committee for the collection of the said tax and confirmed by the Lieutenant-Governor are contained in Government notification No. 160 A, dated the 2nd of May, 1876, to be found at page 575 of the Government *Gazette* of that year. For the purposes of the tax all professions and trades are divided into three classes. . . . . . As the profession of barrister-at-law was not specified either in class I., class II. or the list of explanations, it is clear that barristers-at-law fell under class III. According to the rules, the highest tax which could be imposed upon persons falling under class III. was Rs. 12 per annum.

Up to the year 1887 no tax had been levied from barristers-at-law practising at Cawnpore. At a special meeting of the Municipal Board held on the 27th of June, 1887, it was resolved that persons practising as barristers should be included under class I., thereby rendering them liable to a minimum tax of Rs. 200 per annum. At the time this resolution was passed Act No. 15 of 1883 was in force. Section 42 of that Act prescribes the procedure which has to be followed in imposing taxes for the purpose of the Act. Section 44 of the Act gives the Municipal Board the power to abolish or reduce any tax imposed under the preceding sections. It is noticeable that this section confers no power upon the Municipal Board to enhance a tax already imposed, and in this respect it differs from the former Act—No. 15 of 1873 which by section 15 gave the Committee the power to "cancel or vary" any tax which it had imposed. As the existing Act gave the Municipal Board

NO POWER TO ENHANCE AN EXISTING TAX

which was the object they had in view when they determined that barristers should be included in class I., they adopted the only course which appears to have been open to them, *i.e.*, they treated the matter as if it were the imposition of a new tax. Assuming that the procedure was under section 42 of the Act, as it purports to be, the plaintiff contends that there were in the procedure of the Board such defects as rendered the imposition of the tax upon him illegal. When a Board wishes to impose a tax for the purpose of the Act it is required by sub-section 1 of section 42 that the resolution to impose the tax should be passed at a special meeting, the necessary quorum for which must according to section 29, sub-section 1, be one-half of the whole Board. In order to enable us to determine the questions raised before us, we found it necessary to ask the lower court for a finding as to the number of members constituting the whole Board between the 27 of June, 1887, and the 25th of August, 1887. The finding of the Court below is that between these dates the Municipal Board of Cawnpore consisted of twenty-one members, *i.e.*, 18 elected and three appointed. We find that the meeting at which the preliminary resolution under section 42 for the inclusion of barristers in class I. was passed, was a properly-constituted special meeting. After the passing of this resolution, the next thing required of the Board is the publication of a notice defining the persons "or property proposed to be taxed, the amount or rate of tax to be imposed, and the system of assessment to be adopted." It was objected on behalf of the plaintiff that the notification published on the 30th June 1887, under this sub-section, was defective inasmuch as it failed to define the amount or rate of the tax to be imposed and the system of assessment to be adopted. This contention is not devoid of force. It is impossible to say that the notification complies with the strict letter of the law, but it may be, as contended by the learned counsel for the respondent,

A MERE DEFECT IN FORM,

which would be covered by the provisions contained in section 43 of the Act. To proceed, sub-section 3 provides that any inhabitant of the Municipality objecting to a proposed tax may, within a time fixed, submit his objection in writing to the Board, which is bound to take the objection into consideration at a special meeting. The plaintiff did submit an objection, which was taken into consideration on the 27th of July, 1887, at a meeting which is described as an adjourned "special meeting." The number of members present at that meeting was seven, which was only one-third of the whole Board. It is true that under the proviso to section 29 no quorum is necessary for an adjourned special meeting, but that proviso requires that at such adjourned meeting only such business should be brought before and transacted at the adjourned meeting as would have been brought before the original meeting if there had been a quorum present.

The question we have to consider is, whether the objection to the imposition of a tax on barristers could legally be considered at the adjourned meeting held on the 27th July, 1887. We must answer that question in the negative. The so-called adjourned special meeting held on the 27th July, 1887, had been adjourned from the 19th of July, 1887, which again had been adjourned from a meeting of the 11th of July, 1887, which last meeting had been adjourned from the 27th of June 1887. At none of these meetings, was a consideration of objections to the imposition of taxes on barristers a business to be brought forward. Consequently the adjourned special meeting of the 27th July, 1887, was not competent to consider the plaintiff's objection to the imposition of the tax. In the case of the Municipality of the City of Poona *versus* Mohan Lal and others, I. L. R., 9 Bombay, page 51, it was held that the consideration by the Municipality of objections to a tax was an essential part of the machinery provided by the corresponding section of the Bombay District Municipality Act for the legal imposition of the tax, and a decree of the lower court awarding to the plaintiffs whose objections had not been duly considered the amount of the tax which had been levied from them was sustained. The Court declined to accept the contention on behalf of the Municipality, that the consideration of objections of the inhabitants was merely a formal act, the omission of which did not invalidate the tax. But there remains

A MORE FORMIDABLE OBJECTION

to the procedure of the respondent Municipal Board. Section 42, sub-section 7, provides that when the proposals of a Municipal Board for the imposition of a tax have been sanctioned by the Local Government, the Board may at a special meeting, direct the imposition of the tax in accordance with those proposals. The Cawnpore Municipal Board in order to comply with the provisions of this sub-section held what purports to have been a special meeting on the 25th of August, 1887, at which it was formally resolved that barristers should be assessed in accordance with the proposals set forth above which had received the sanction of Government. At this meeting only ten members were present. So that according to the finding on the issue referred by us, there was not present at that meeting the quorum required by law for a special meeting. We are constrained to hold that this defect entirely invalidates the resolution for the imposition of the tax under which the amount claimed was levied from the plaintiff. To hold otherwise would lead to the result that one or two members of a Municipal Board (not being an adjourned special meeting) could by calling themselves a special meeting, direct the imposition of a tax upon the whole of the inhabitants. The learned Judge did not decide the case on the ground of the defects to which we have referred above, but made a decree for the amount claimed on the ground that there had been a breach of rule 6 of the rules for the imposition of license tax, inasmuch as the sub-committee by which the tax on the plaintiff was assessed was not duly constituted. This is an additional ground for sustaining the decree which has been granted to the plaintiff. As we said at the outset this is the plaintiff's appeal against the part of the decree dismissing his prayer for an injunction. The learned District Judge, although he framed an issue as to whether he had Jurisdiction grant the injunction asked for,

DID NOT DECIDE THAT ISSUE,

but contented himself by decreeing the money part of the claim. For the respondent it was contented that this Court was not competent to make a decree for an injunction, and the case of Moran and others *versus* Chairman of Motihari Municipality, I. L. R., 17 Calcutta, page 329, was relied on. It is true that the learned Judges who decided that case were of opinion that the power to compel Corporations to do their duty and to restrain them from doing that which it is not within their province to do, had been reserved to the High Court in its ordinary original jurisdiction with respect to the presidency towns, but had been withheld in respect of any of the Municipalities in the mofussil. What was apparently in the minds of the learned Judges when they expressed the above opinion was chapter 8 of the Specific Relief Act. That chapter, it is true, does by implication withhold from High Courts the power to make orders as to Corporations within the local limits of their ordinary original civil jurisdiction. But a consideration of the terms of the chapter will render it clear that the orders referred to therein are orders passed upon applications and not decrees on suit. The order referred to in that chapter may be made *ex-parte* on a mere application supported by an affidavit. There is nothing in that chapter to take away from Courts the power to grant injunctions in a suit when a sufficient ground is made out for doing so. Injunctions against Municipalities have been granted by this Court, *vide* Ganga Narain *versus* the Municipality of Cawnpore, I. L. R., 19 Allahabad, page 313. We therefore overrule the respondent's plea and allow the appeal. We vary the decree of the Court below by granting an injunction restraining the defendant Board from levying or recovering any tax from the plaintiff by virtue of the resolution of the 25th August, 1887. The appellant will get his costs of this appeal and such costs as were refused him in the Court below.

BOMBAY CHESS TOURNAMENT

DISTRIBUTION OF PRIZES.

LAST evening Mr. W. L. Harvey, I.C.S., Municipal Commissioner, presided over the distribution of prizes to the competitors who came off successful in the last Chess Tournament, held at Sir Mungaldas' bungalow, Girgaum Back Road. There was a large and influential gathering, several members of the Corporation and well-known citizens being present.

Mr. S. S. Setlur, one of the honorary secretaries, in opening the proceedings, stated a brief history of the tournament. He gave an account as to how the idea of the tournament had been conceived, how it had been organised and brought to a successful conclusion. Notwithstanding the tournament had not been as successful as they wished it to be, still, taking into consideration all the circumstances, he said the meeting would agree with him in saying that it had not been a failure. Amongst the prizemen there was one Bombay player. That gentleman was one of the secretaries to the Executive Committee, and he would have secured a higher place amongst the successful competitors, but for a mischance. The speaker referred to Mr. M. F. Kuka Mr. Setlr wished that Mr. Kuka would secure a better place at the next tournament. The speaker hoped that the tournament would be an annual fixture and the number of the players would increase year after year.

Mr. Harvey in a brief speech congratulated the executive committee for the way in which they had brought the tournament to a successful conclusion notwithstanding the many difficulties they had to face. First of all they had twelve competitors, all of whom had played right through the game and that was very gratifying indeed. It was a matter of great regret that one of the competitors, Mr. Khetsey, should have been removed from them by the hand of death in the midst of the tournament. This was the only circumstance, which had marred the progress of the tournament, which was in every other respect as successful as it could have been desired. No doubt it was a matter of regret to many Bombay players, that out of the five prizemen, four had come to take part in the game from up-country places. These up-country players had deserved success, because they were better players than Bombay men. With regard to the mischance with which Mr. Kuka had met with during the tournament, Mr. Harvey would state that he himself made a serious mistake while playing a game. He hoped that Mr. Kuka would secure a higher place at the next tournament. On the whole the result was very much discouraging to Bombay players but he hoped that the larger gathering attending the meeting would be able to make a movement in the direction of establishing a chess club. If such a club was started he had no doubt many players in Bombay would join it.

Mr. Harvey then distributed the prizes to the successful competitors amidst loud applauses.

Dr. Pollen proposed a vote of thanks to Mr. Tribhovandas Mungaldas Nathoobhoy for placing the spacious hall at the disposal of the executive committee. He said that only eleven players took part in the tournament but the splendid hall was so large as to accommodate seventeen times as many players. He hoped that that number would be reached in the future chess tournaments.

Mr. K. R. Kama seconded the proposition, which was carried with acclamation.

Flower bouquets were then distributed amongst those present, Mr. Harvey and Dr. Pollen being decorated with beautiful floral wreaths and presented with superb bouquets.

A vote of thanks to the executive committee and to the chairman, brought the proceedings to a close.

REFUSING TO TAKE NATIVE PASSENGERS.

THE Commander of the Messageries Maritimes Co's steamer Oceanien, which sailed for Marseilles on Tuesday, at 6 p.m., refused to take native passengers for fear of plague. It seems the local agent of the company had booked several native passengers for Marseilles, and among them was Mr K. S. Framjee, of the firm of Framjee Sons and Company. Mr. Framjee was given to understand that he would have to be present at the Ballard Pier at 4 p.m. to undergo medical examination prior to his embarkation on board, but half an hour before the appointed time he received the following note from the agent:—Dear Sir,—I am sorry to say that the Captain of the Oceanien declines to take natives and Parsees on board for fear of plague. On receipt of this Mr. Framjee went and saw the agent, who said he was powerless to alter things. The Captain was acting arbitrarily, and refused to take native passengers whether medically passed or not. The steamer accordingly sailed without Mr. Framjee, and other native passengers. Mr. Framjee in consequence has been put to great inconvenience, having an important business engagement in Paris as well as London. He intends to sue the Company for damages. It seems the Messageries Maritimes Company is heavily subsidized by French Government, and the Government appoint naval officers to command the vessels, and the agents cannot go against the wishes of the Captain. The native passengers were medically passed but they were refused admittance and had to come back.

THE WEATHER.

OBSERVATIONS TAKEN AT 8 A.M., ON WEDNESDAY, THE 10TH OF MAY 1899.

SUMMARY.

There has been a brisk to rapid fall of pressure in the Punjab and North-West Provinces, and at Saugor, Jubbalpore and Nagpur, a brisk rise at Secunderabad, Sholapur and Ahmednagar, and a slight rise or fall elsewhere. Readings are highest at and in the neighbourhood of Ahmednagar, and lowest in the Punjab. Gradients are steep in Sind and the Punjab.

Winds are variable in direction, and the force has been fresh to strong at Karachi, Bhuj, Sholapur and Belgaum, and moderate to light over the rest of the country. This morning the wind velocity was 28 miles an hour at Ajmere, 24 at Khandwa, 20 at Bhuj, 16 at Karachi and Amraoti, and 14 at Sholapur, Aurangabad, Malegaon, Akola, Nagpur and Indore.

The maximum temperature is from 5° to 9° above the normal at Lahore, Sirsa, Jacobabad, Surat, Poona and Negapatam and the minimum 5° to 12° in excess in the Punjab, North-West Provinces and Central India, and at Jacobabad, Ajmere, Saugor, Khandwa, Amraoti and Malegaon. The highest temperature in the shade was 112° at Jacobabad, and the lowest 69° at Belgaum.

Humidity has increased considerably at Jeypore, Veraval, Neemuch, Surat, Poona, Ahmednagar, Aurangabad, Sholapur, and Secunderabad, and the skies are cloudy to overcast at most stations in the Bombay and Madras Presidencies, at Karachi, Raipur, Nagpur and in Mysore, and on the Malabar Coast.

Light showers are reported from Aurangabad and Poona, and a few drops from Secunderabad, Sholapur Akola and Nagpur.

The isobars indicate that the weather to the north of Latitude 24° is unsettled and fresh to strong winds with cloudy skies are probable. Conditions are favourable for local rain on the Malabar Coast and at some stations in the Bombay and Madras Presidencies.

G. L. TOWERS,
Meteorological Reporter for Western India.

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COMMERCIAL INTELLIGENCE

WEDNESDAY EVENING, MAY 10.

CONSOLS continued in London at 110 1-4, yesterday; French Rentes at 102 1-2; Indian Sterling Loan at 115 1-2; while Paris Exchange on London declined 1-2 centime, to 25·20 1-2 fcs.; and 3 1-2 Rupee Securities advanced 1-8 per cent., to £67 1-4. Exchange on India at 30 days' sight was unaltered at 1s. 2 13-16d. For Discount, on short London Bills at 3 months' sight, 2 1-8 per cent. was quoted, and on 6 months' sight Indian Bank Bills, 2 1-4 per cent. Bar Silver advanced 3-16d., to 28 3-8d. per oz.; and in New York the metal was 3·8 cent. higher in value, at 61 7-8 cents per oz., with demand Exchange on London 1-4 cent. lower, at 4·87 dollars. About £100,000 in Gold was paid into the Bank of England.

The total quantity of Wheat afloat for the United Kingdom on Friday last was 2,980,000 quarters, compared with 2,870,000 quarters at the end of the previous week.

Cawnpore Yellow Rapeseed was quoted at 34 3-4s. per 416 lbs., May-June shipment, to Havre, business done via the Canal, market firm.

Prices were again without change, all round, yesterday, in the Liverpool Cotton Market, which closed steady, Surats quiet, Arrival's steady. The day's Sales were 15,000 bales, and the Imports 20,000 bales. The Manchester Market closed firm.

Ready Mid.-Uplands Cotton remained in New York at 6 1-4 cents per lbs.; August Futures advanced 2 points to 5·94 cents, and December 3 points, to 6 cents. The Receipts at the U. S. Ports were 14,000 bales; and the Arrivals to date give the following comparison with those in 1898 and 1897:—

	1899.	1898.	1897.
Tuesday's Receipts	14,000	8,000	7,000
Three days' do.	31,000	21,000	19,000
Since 1st September ...	7,916,000	8,250,000	6,504,000

Our local cotton market has been dull in tone to-day. Shippers bought 500 bales Karanja at Rs. 129 per candy, 100 Bengal at Rs. 126, 100 Bhagulkhote at Rs. 127, 200 Bengal at Rs. 128, 300 Bhownugger at Rs. 129; and the mills 100 Bengal at 127, and 200 Khangaum at Rs. 130. For Good Bhownugger, May delivery, Rs, 129 was quoted.

WHEAT and seeds are steady and unchanged.

The Receipts of Produce into Bombay yesterday were as follows:—

Cotton	11,193	bales.
Wheat	40,560	cwts.
Linseed	9,948	"
Rapeseed	14,800	"
Gingellyseed	686	"
Poppyseed	5,718	"
Castorseed	673	"
Rice	5,932	"

EXCHANGE.—The market has been steady to-day at 1s. 4d. and 1s. 4 5-32d. for Bank Telegraphic and Demand, and for 3 months' sight Credits, respectively. A moderate business passed, and rates remained at the opening level throughout the day, closing at same as follows:—

Bank Bills on Demand ...	1s. 4 d.	per Rupee.
Do. Telegraphic	1s. 4d.	"
Credits 3 months' sight ...	1s. 4 5-32d.	"
Francs	1·69 3-4	"

GOVERNMENT PAPER.—Rates have been inclined to be weak at a decline of 1-16 per cent, 101 3-8 being quoted for Money, and 101 1-2 for Account, for 3 1-2 per Cents, with 94 1-2 for Threes.

SHARES.—There has been a downward movement in prices to-day.

SHIPPING INTELLIGENCE.

THE tug Habicht, Captain O Fitzschkan, will sail to-day for Colombo.

THE B I S N Co's s s Culna 1463 tons Captain W H Hill will sail to-day for Rangoon etc with a general cargo.

THE B I S N Co's s s Byculla, 1,095 tons, Captain J M Tyrell, arrived in harbour yesterday, from Akyab (25th April), with a cargo of rice.

THE Anchor Line s s Nubia 2319 tons Captain T G Knox arrival in harbour yesterday from Glasgow (1st April) via Manchester and Liverpool, with a general cargo and 5 horses, and Mr T Tontoonchi and family of 8 persons as passengers. The vessel is consigned to Messrs. W and A Graham and Co.

THE B I S N Co's s s Khandalla 1318 tons Captain N T Stewart will sail to-day for the Persian Gulf via Karachi with a general cargo and the following passengers:—Mr Abdulla bin Alli Mr Nensey Madden Mr M Mukur Messrs Hajee Alli Khaden Muskuf bin Ebrahim Abdoolla Salay Hussian bin Ahmed Ebrahim Alli bin Abdoola Shaik Abdool Aziz Fane Ahmed Abdool Jalleel Dawood Abdool Jallal Mr Sadeaji Dakul and 65 deck.

ARRIVALS.

May.	Vessel.	Commander.	From.
10	Byculla s	Tyrell	Akyab, April 25.
	Nubia s	Knox	Glasgow, April 1.

DEPARTURE.

May.	Vessel.	Commander.	Destination.
10	Maria Valerie s.....	Fellner	Trieste via Karachi.

The following vessels obtained their port-clearances yesterday:—
Steamer Culna, Hill, for Rangoon, etc.
" Khandalla, Stewart, for Persian Gulf, etc.
" Habicht, Fitzschkan, for Colombo.

The steamer Ellora, entered for loading yesterday for Calcutta, etc.

DAILY IMPORTS.—MAY 10.

FROM LIVERPOOL.

City of Edinburgh s—10 cases soap Jetha Inderjee; 10 cases soap Tyabally Sumsoodin; 6 cases cutlery Ahmed Hajee Hassum and Co.

Clan Forbes s—52 cases stationery Mamedally Goolam Hoosein; 4 cases slates M Hajee Hassum; 3 cases cutlery H H H Kassum.

FROM LONDON.

Peninsular s—13 cases provision medicine etc and 12 cases cheese Eduljee and Co; 1 case chemicals Esmailjee Tajbhoy.

FROM HULL.

Clio s—13 barrels chemicals Keshawji Ramdass.

FROM HAMBURG.

Rheinfels s—2 hogsheads rectified Spirit Dhunjeebhoy Cowasjee.

Rudesheimer s—2 casks rectified spirit Edulji Bezanjee;

FROM TRIESTE.

Amphitrite s—5 cases blotting papers H Abdoolally 7 cases Glassware Couttor and Co.

DAILY EXPORTS.—MAY 10.

FOR LONDON.

Egypt s—69 bales skins and hides Rustomjee Mancherjee Kooka; 60 cwt condiments Manockjee Poonjiajee and Sons; 2000 cwt rapeseed Takersee Jadhowjee.

Caithness s—173 cwt olibanum Abdoola Mooman.

FOR HULL.

Buluuayo s—4028 cwt myrabollams Tyabjee and Co.

FOR HAVRE.

Ile de La Reunion s—2000 cwt linseed David Sassoon and Co.

FOR DUNKIRK.

Noronmore s—105 bales cotton E Spinner and Co; 4000 cwt poppyseed and 3000 cwt linseed David Sassoon and Co.

FOR AMSTERDAM.

Matin s—10045 cwt rapeseed Ralli Brothers.

Imaum s—1719 cwt linseed Ralli Brothers.

FOR ANTWERP.

Lynrowan s—60 bales hemp Isaac Wright and Co; 14 bales hemp John L Kersten and Co; 4998 cwt linseed Finlay Muir and Co; 1000 cwt rapeseed David Sassoon and Co; 2060 cwt rapeseed D Naniee and Co; 4000 cwt rapeseed Killick Nixon and Co; 4000 cwt wheat Megjee Vulubdas; 4000 cwt rapeseed David Sassoon and Co; 200 cwt mustardsee Volkart Brothers.

Londesborough s—6500 cwt castorseed Ralli Brothers; 130 cwt castorseed A Blascheck and Co.

FOR HAMBURG.

Montclair s—108 bales cotton Volkart Brothers; 580 bales cotton Glade and Co; 330 bales cotton A Blascheck and Co; 150 cwt myrabollams Volkart Brothers; 330 bales cotton 1603 cwt rapeseed and 927 cwt linseed Ralli Brothers; 2000 cwt linseed David Sassoon and Co; 1041 cwt rapeseed E D Sassoon and Co; 1512 cwts poppyseed Glade and Co; 220 bales cotton fly Tyabjee and Co; 4000 cwt bonemeal M Jamali.

FOR GENOA.

Khalif s—105 bales cotton Volkart Brothers; 200 bales cotton Prier de Saone and Co; 2001 cwt gingelly seed 1000 cwt linseed John Fachiri; 6000 cwt linseed and 1000 cwt rapeseed Killick Nixon and Co; 285 cwt linseed A Blascheck and Co.

Skuld s—2600 cwt wheat A C Collora.

Singapore s—150 tons old iron C Boggiano; 8000 cwt linseed Killick Nixon and Co.

FOR LEGHORN.

Skuld s—10200 cwt wheat A C Collora.

Singapore s—4000 cwt linseed and 1000 cwt rapeseed Killick Nixon and Co.

FOR TRIESTE.

Selma s—6026 cwt linseed and 440 bales cotton Ralli Brothers.

FOR BARCELONA.

Singapore s—200 bales cotton Lyon and Co; 400 bales cotton Gaddum and Co.

FOR HONGKONG.

Hiroshima Maru s—500 bales twist Currimbhoy Ebrahim and Co; 100 bales cotton M H E Killias; 100 bales twist Dhun Mill Ld; 100 bales twist E Noordin and Co; 100 bales twist Silas E Sassoon; 500 bales twist Dinshaw D Curranee and Co; 80 bales twist E D Sassoon and Co; 900 bales twist Sassoon J David and Co; 100 bales twist R S Woonwalla and Co; 700 bales twist Yan Shun and Co; 200 bales twist King Wah; 500 bales twist David Sassoon and Co.

Bengal s—45 cases opium P and O S N Company.

FOR SHANGHAI.

Hiroshima Maru s—850 bales twist Tata and Co; 200 bales twist Cursetjee Bomonjee and Co.

FOR KOBE.

Hiroshima Maru s—741 bales cotton C Ebrahim and Co; 300 bales cotton and 50 bales twist Tata and Co; 1000 bales cotton Lyon and Co; 100 bales cotton C Ebrahim and Co; 1800 bales cotton Sassoon J David and Co; 400 bales cotton Volkart Brothers; 1,00 bales cotton Gaddum and Co.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

OTHER PRESIDENCIES.

DEATH.

WALPOLE—May 4, at Culmore, Coonoor, Mary Gertrude, daughter of Captain Walpole. R E, aged 8 months.

NOTICE TO CORRESPONDENTS.

*** ALL communications intended for publication in our columns should be addressed to the Editor and not to any individual member of the staff.

The Bombay Gazette

THURSDAY, MAY 11, 1899.

A GOOD many more or less irresponsible individuals have of late been airing their views on the subject of the foreign trade of China and have been offering for acceptance their crude suggestions as to how it may be extended and made commensurate with the extent of the Middle Kingdom or the number of its population. The China Association has made public the views of practical men intimate with all the conditions, and they will, no doubt, be received with more than usual attention. They take the form of a memorandum upon the present conditions of foreign trade in China which has been prepared by the Shanghai branch of the Association. That there has been much complaint in the past as to a lack of expansive vitality in our commerce with that country is without question. We know, too, that the fault has been laid, with tolerable frequency, at the door of the British trader himself. The Association is at pains to point out that its purpose in this memorandum is not to undertake any defence of the trader against this charge. It is content to put forward a statement of what it believes to be "the main reasons for the comparative absence of progressiveness" of foreign trade with the Empire. The opportunities presented in the country ought to be enormous, whether in the development of existing relations or pushed into the hitherto unexploited field of mineral wealth. These main reasons are three in number—(1) the entire absence of good faith on the part of China in the matter of her treaty obligations; (2) the absence of security for the investment of foreign capital in China anywhere outside the treaty ports; and (3) the general apathy and want of knowledge which has in the past been displayed at home regarding Chinese affairs. The first two are interdependent, and the third supplies the explanations, in the view of the Association, of how such a condition of affairs has come about. The memorandum is addressed to people at home, and the Association adopts towards those individuals an attitude of patronage which would have had more to recommend it had they really been as ignorant as the gentlemen in Shanghai imagine. However, we need not quarrel with the Association for reiterating the old arguments or emphasising the old facts. So long as the condition of things remains unsatisfactory they cannot be pointed out too frequently.

With the Imperial Maritime Customs no fault is found. The Association is ready to allow that the service constitutes China's only honest source of revenue and forms her main available asset. But the treaties went further and aimed at the protection of merchandise (being the subject of foreign trade) in its movements in the interior of the country. The arrangement arrived at in connection with this matter was simply that on the payment of an extra half duty, "Transit Passes" could be claimed from the Chinese Government under which imports might be moved from the port of entry to anywhere in the interior, and exports might be brought from anywhere in the interior to the port of shipment exempting them (in the words of the British Tientsin Treaty of 1858) "from all further inland charges whatsoever." Nothing apparently could be more definite, yet to this day the transit pass system is an utter failure. It is true that our Government has insisted (though often ineffectually) that the transit pass shall be held to clear goods *en route* from taxation, but in the opinion of the Foreign Office this limited interpretation of the treaty is clearly not what was intended. In many parts of China transit passes are altogether ignored, and in others, where they are nominally recognised, taxes are levied at destination on imports, and at the place of origin on exports, destroying absolutely the immunity from arbitrary inland taxation which the treaties provided for. But the exemption from toll of goods in transit can scarcely be regarded as a promise to exempt goods at their destination from local taxes. This is by the way. "Ministers and Consuls," says the Association, "have constantly endeavoured to obtain for British trade in China the freedom from arbitrary taxation which the Chinese Government agreed to give; the failure of their attempts can only be attributed to want of support at home which, it may be suggested, arises from the fact that those interested at home have been content to rely upon the reasonable and equitable terms of our treaties with China, and have failed to realise that the complaints of residents there are not directed against the treaties, but against the gross scandalous disregard of them by every Chinese official from the highest to the lowest." The result has been that merchants, tired of making futile representations of their grievances, have perhaps wisely contented themselves with making the best of such trading opportunities as they found to be open to them. The case is well stated in Mr. Consul Brenan's report, issued last year, upon the "State of Trade at the Treaty Ports in China." He writes:—"A long or painful experience of thwarted efforts has had such a discouraging effect upon foreigners in China that a condition of stagnation has come to be accepted as in the nature of things. But if the British Government has allowed the provisions of the treaties to become a dead letter, other nations have been less complacent, as witness the action of Germany on more than one noteworthy occasion. It is the want of security which is the main reason for the slow development of foreign trade with China, and the present situation is not only sufficient to check any attempt at extension of enterprise, but it is also a serious menace to the trade which already exists. The danger to-day is greater than it ever has been; the weakness and the corruption of the Peking Government stands confessed; its necessitous financial condition requires more help than ever from the Provinces in order to meet the foreign obligations to which it now stands committed, and at the same time its power over the Provincial Government is becoming less and less by reason of the disaffection which is making itself apparent in many parts of the Empire. What then, it is asked, is likely to be the result upon foreign trade in the interior of the country? The revenue of the Imperial Maritime Customs, of which the Provinces have in the past received their share, is now practically wholly hypothecated for the service of the foreign loans; concurrently with this the demands from Peking for more money from the Provinces are increased; what can be the result other than an increase of inland taxation? The Association enlarges upon this matter, but it admits—what we all know—that nothing will be got out of the authorities save by pressure, and that the carrying out of a scheme of reforms with such men as are at the head of affairs can only be accomplished by drastic actions from outside.

The Shanghai Mercantile community is entirely favourable to this kind of action. "If China is to be saved" she will have to be saved in spite of her Government: Great Britain cannot look for any assistance from that quarter; on the contrary, she must be prepared to meet with sullen opposition from those whom she would succour." No doubt, but what about others interested? The British Government is scarcely one to take the whole burden upon itself in the face of the opposition of the other European Powers. The Association attributes the neglect of successive British Governments of the China question together with the policy of drift which it has involved, to "a mistaken estimate of the strength of British prestige in the Far East, coupled with a fallacious belief in the power of China herself; other nations, newer in the field, and comparatively unhampered by traditions of the past, have seemingly been better able to interpret events in the light of common experience, and have found opportunity in our complaisance and inactivity to exploit the situation to our disadvantage. It seems to us the Association rather exaggerates the British belief in the power of China. Since the war with Japan, we could scarcely have gone on in that comfortable assurance. Neither Consul Brenan nor the Association make any suggestion as to the means of enabling the Provinces to dispense with the likin duty when the whole of the Maritime customs are hypothecated to the foreign creditor.

IN the latest number of the "Quarterly Review" appears an article on "India under Lord Elgin," containing a vigorous defence of the acts and policy of the late Viceroy. The article is published with commendable celerity, and for once the "Quarterly" can be said to have moved abreast of the times. But the inevitable drawbacks of thus following up the close of the regime with a quick record and survey of it is that it is not history but mere political criticism that is produced. The due perspective required for history cannot be obtained thus early except by specially gifted persons. But the present writer is not only not one of these, but is hampered with many and strong prejudices. It is quite evident that he lacks one of the two chief requisites which the present Viceroy deemed indispensable for knowing this country as it really is, viz., sympathy with its people. And for that section of the people which is educated and which tries to voice the real or imaginary grievances of the people, he has a strong antipathy. We shall quote a few sentences to show this as well as the point of view from which he surveys Lord Elgin's rule. "The Administration has to reckon with a vast and varied population permeated to the core with ignorance, apathy and prejudice against all that has not received the sanction of their religion, a population with the hampering traditions of countless generations to slough off and with the feuds and animosities of centuries of intolerant rivalry ready to burst forth on the least relaxation of control. Under these conditions brilliant schemes and epoch-making measures imposed, as they must be, from the outside, upon immature public opinion, cannot compare in their ultimate benefit with the steady and continuous pressure of just and judicious government. In the present generation on two occasions only has a breach been made in the continuity of our policy, and in both the warning against repeating the experiment has been conveyed through a costly object lesson." About the spread and influence of education the reviewer has strong views. Book-learning is not yet looked upon, he says, by the masses as anything but a means to a living, and is left accordingly to the professional classes, by whom the State provision is cordially welcomed. "The latter grow more and more detached from the rest of the community and tend to become a hierarchy of that unhealthy description which culminates in the Tchin of Russia." With such views and opinions, we do not expect a calm and philosophic survey of the last five years of Indian history from the writer. What we expect is a skilful and vigorous statement of the other side of the case, which the Indian critics recently put forward from their point of view so prominently out here and also at home. But the writer is not content to do that; he boldly takes the attack into the enemy's camp and tries to hit them hard. The hardest and best hit is where he criticises the Indian witnesses before the Welby Commission. "The evidence given by carefully selected specimens of these 'Flowers of Progress' before the Welby Commission showed pretty well the value of their opinion and their capacity to deal with public affairs. The same flimsy arguments, baseless insinuations and vamped-up statistics were repeated by all, with parrot-like iteration to illustrate the same text which, as stated by their leader—one of the handful of Parsees who have joined the Congress movement,—reads generally as follows:—First, India is so crushed by taxation and impoverished by the withdrawal of her wealth to England that the people are ground down and reduced to starvation; secondly, that the British services and the inordinate and arbitrary employment of Europeans are India's greatest evil and the cause of all its economic misery and losses; and thirdly, that the Government of India is an unrighteous system of selfishness and despotism. It is so easy to see the thread running through this portion. In other words, replace the British in the Civil Service of India by Brahmans, and money will not go out of the country, nor will foreign capital be invested in it. Here and there a champion of the Congress may have a genuine desire to see his country advance in the direction of self-government, but as a rule he has little sympathy with the principles he proclaims. With the catchword of *fin de siecle* Liberalism in his mouth, he is at heart a hide-bound Conservative. Like the chameleon he holds on by his tail, but trusts for his living to the inordinate length of his tongue. It may be the fact that, as some of this class profess, they desire above all things the continuance of British rule; but sentiments far worse than those quoted above scattered broadcast every day by the press, which is entirely under their control, must be judged by the expressions used and the ordinary interpetration they bear. Regarded in this light they are altogether incompatible with loyalty or with the desire to uphold the Government they vilify."

AMONGST more immediate benefits which the public may hope to reap from the improvement that has taken place in postal revenue, is a reduction in Indian Inland parcels postage rates. What is proposed is a uniform rate of two annas per pound up to a maximum of eleven pounds, and this we understand is now under the consideration of Government. It implies a concession, now fully warranted by the prosperous financial condition of the department, resulting from growth of traffic and careful economy in management. It also means a boon of no little value both to residents in the mofussil, whom it will enable to get their goods cheaper, and to trading firms in big cities like Bombay, who will find their up-country business correspondingly increased.

AT their meeting held yesterday, the Municipal Standing Committee resolved to give an annual increment of Rs. 100 to the salary of the Municipal Secretary, Mr. M. N. Wadia, and Mr. Muljee Barbhaya, in proposing the increment, said that Mr. Wadia had given satisfaction to both the Corporation and the Standing Committee, and the late Commissioner had spoken of his services in very flattering terms. The Hon. Dr. Bhalchandra, in supporting the proposition, remarked that Mr. Wadia had discharged the duties of his office to the entire satisfaction of the Corporation and the Standing Committee, and had proved an exemplary secretary, and that he had fairly entitled himself to the proposed increment. Dr. Viegas said that Mr. Wadia had done exceedingly well, and had exceeded all their expectations in regard to him.

THE pack of foxhounds which Lord Suffolk is importing for hunting in Calcutta next cold weather will probably arrive in India about July and will winter at Dehra Dun.

THE total number of plague cases reported in Calcutta since April last year is 1,368, and of recorded deaths 1,224. Thirteen fresh cases and eleven deaths were recorded on Saturday, the total mortality being 64.

THE following Second Lieutenants on the Unattached List are admitted to the Staff Corps:—Hamer Shakespear, Grant, Turnbull, Ross, Bayley, Twiss, Poole, Skipwith, Watling, Waterfield, and Lord; also ySer, 2nd Bombay Lancers.

BALANCES held in cash in the Civil Treasuries of the Government of India and at credit of the Government in the Presidency Banks and their Branches on the last day of April 1899:—1897 Rs. 12,41,32,000; 1898, Rs. 13,72,41,000; 1899, Rs. 15,62,34,000.

MAJOR R. ROSS, Indian Medical Service, who is at present in England on leave, has been appointed Professor of Tropical Diseases in the College of Tropical Medicine, which was opened at Liverpool by Lord Lister a few days ago. Major Ross' investigations into the relations between the mosquito and the propagation of malarial fevers are well known, and have deservedly won him a high reputation among the authorities on the diseases of the Tropics.

IN the Cachar district the prolonged wet weather is interfering with the growth of the tea leaf, but the red spider previously reported as having appeared, is now disappearing; it has made its appearance, however, at Habiganj in the Sylhet district. The rainfall has been altogether abnormal for the time of the year in the Sibsagar and Lakhimpur districts, and the reduction of temperature consequent on the heavy rain has interfered with the growth of the tea leaf; so that the prospects are not quite so favourable for a good crop as they were at the opening of the season.

IN consideration of the valuable work in bacteriology carried out by Major Davies, R.A.M.C., the Government of India have applied for his services to be extended for another year at head-quarters. A recommendation to this effect had been made by Surgeon-General Gore, late P.M.O. Her Majesty's Forces at Simla.

"THE Bible and the Prayer-Book Compared," is the title of a book written by Mr. William Marshall, and about to be published by Mr. Elliot Stock. The author endeavours to show wherein the Bible and the Prayer-Book are in accord, and in what respects the meaning of the latter has been misrepresented; in a word, to give some help to all who are interested or engaged in the present clerical agitation.

THE statement telegraphed by a news agency from Shanghai, that Major Sir Claude Macdonald, K.C.M.G., late Highland Light Infantry, British Minister in China, is broken down in health, is not correct. It is true that from the strain of events for the last eighteen months Sir Claude needs a rest, but he is so far well that he has, practically of his own will, but with fully cognisance of the Foreign Office, proceeded on his present trip up the Yangtsze.

The recent ten dollar Democratic banquet ha frunithed remarkable evidenc of Tammany's habit of grasping everything in sight. It was regarded as an exclusive gathering representing the Gold Democracy, much more select than the Bryanite banquet; let the guests at the Tammany function appropriated without hesitation silver forks, spoons, and other moveables. The caterer who contracted for the banquet cannot tell how many are massing, but he expected something of the kind, and had a provision included in the contract safeguarding him from loss in the contingency that has occurred.

APRIL 21 was the eighty-fourth anniversary of the birthday of Baroness Burdett-Coutts. As the Baroness is the only woman on whom the Queen has conferred a peerage, she is "the second lady in the land," or, to use the words of the Prince of Wales, "after my mother, the Baroness Burdett-Coutts is the most remarkable woman in England." Her fortune, thirteen tons of English sovereigns (£1,800), came to her quite unexpectedly when twenty-three years of age, from her grandfther, a Coutts, the banker, who married an accomplished actress. For the last sixty years the Baroness has been dispensing her wealth quite unostentatiously, but with the lavishness of an Indian Nabob.

SOME of the Glasgow papers give currency to a rumour that the Earl of Dumfries, Lord Bute's eldest son, is about to renounce the Roman Catholic faith and become a Protestant. By many wellinformed people the rumour in question is treated as mere idle gossip, while, on the other hand, there are those who say that they would not be surprised if it should prove correct. At any rate, no positive information can be obtained on the subject. The young Earl occupied the garrison at Millport along with his tutor for five or six weeks until he sailed for Tangier to spend a short holiday. He is accompanied on his tour by Mr. Stevenson, and Edinburgh advocate. The young Nobleman will be eighteen years of age in June next.

AFTER long exhibiting unmistakable signs of decay, the organ of York Minister, architecturally so imposing, has now been reduced to silence, or at least to impotence. It is interesting to recall how the organ was erected. After the great fire of 1829, which destroyed the former organ, Earl Fitzwilliam was first in the field, but the Dean and Chapter insisted on the organ being on the screen, to which Lord Fitzwilliam would not consent. The Earl of Scarborough, the senior Prebendary, stepped into the breach and gave the instrument which has now collapsed. No doubt the Dean and Chapter would have no objection to a similar competition, which need not be limited to the aristocracy of the province, but might include the plutocracy of the West Riding.

AN intelligent visitor to New York, says that three-fourths of the men in large cities read scarcely anything but newspapers. Women read proportionately more books than the sterner sex. One leading bookseller said: "The magazines are driving out the books, and the newspapers are driving out the magazines." This, however, the "British Weekly" points out, is hardly true, for it is admitted that the past holiday season witnessed enormous sales of books, exceeding all previous records. Among the great novelists Thackeray leads, his sales exceeding those of any other. During the past two years George Eliot has gained decidedly, Dickens has lost very perceptibly, and Charles Read and Bulwer are seldom called for.

A NEW YORK correspondent writes: "General Alger, Secretary for War, is being strongly criticised not only by the Democratic journals but also by many of the Administration organs, including the "New York Tribune," on account of his action with regard to the military departments. So severe are the indictments directed at him that it is believed that his retirement will soon be announced. Heretofore the prominent Republican newspapers in the country have not turned against General Alger, but the public clamour for his dismissal continues to be so insistent that they have at length decided to follow public opinion. It is supposed that this will determine the President's future attitude. The Secretary for War is at present on a tour of inspection in Cuba, and it is rumoured that he will resign soon after his return."

THE Codex Bezae Cantabrigiensis—the ancient Latin and Greek manuscript of the Four Gospels and Acts of the Apostles, preserved in Cambridge University Library, and also known as Codex D—is now being issued in facsimile by Messrs. Clay and Sons, for the University Press. The production of this facsimile will be a great boon to scholars throughout the world. The many palæographical and historical questions raised by the ancient corrections in the MS. may now be studied at a distance, by means of this new publication. The facsimile fills eight hundred and thirty pages, is contained in two volumes and is published at twelve guineas. M. Paul, Dujardin, of Paris, has reproduced the MS. by the process known as heliogravure. We believe the process has never before been tried upon so large a work as the Codex. The facsimile is beautifully clear.

SIR CHARLES DILKE put a question to the Under-Secretary for Foreign Affairs the other day. He desired to know whether Colonel Martyr found Congolese troops outside the leased enclave of Lado, and in the territory originally included in the same lease, but the renunciation of which was understood to have been forced on Belgium by France in 1894; and whether the lease of the left bank of the Nile between Lado and Fashoda, as well as that of a larger portion of our sphere extending to the Bahr-el-Ghazal and Bahr-el-Arab, are held by her Majesty's Government to be still effective, though we are not in possession of the strip of Congolese territory connecting Lake Albert Edward with a leased post at the end of Lake Tanganyika, named in Article III. of the agreement of 1894. Mr. Brodrick replied that Colonel Martyr did find Congolese troops at Kero, north of 5deg. 30min. north latitude. The matters referred to in the second part of the question could hardly, he said be considered till the settlement of the country is more complete.

THE Senator of La Gironde, formerly Minister of Justice, looks rather young notwithstanding his fifty-eight years and the cares of the "Case," which in one year have made his hair begin to grow grey at the back of his head. He wears, as a rule, a tightfitting frock coat, and often slips his right hand under it, as formerly M. Guizot. Very calm, his energetic features and dark eyes do not move more than those of a professor delivering his lecture. He listens to the adverse arguments, refutes them, advances his own, patiently waits for the replies, and never utters a strong word, even when in midst of a heated debate. One could not find in his writings or speeches one sentence, nay, not a single word, in which he is wanting in respect to the Army or its chiefs. This, however, does not prevent the French Yellow Press repeating continually that M. Trarieux insults the Army. This misrepresentation has, unfortunately, found its way into the empty heads of the followers of M. Deroulede.

HUMOUR is one of the chief characteristics of the Bishop of Ripon, and the *Home Magazine* this week tells one or two pleasant stories concerning him. Her Majesty is said to be very fond of his sermons. "Do you ever feel nervous when preaching before the Queen?" a friend once asked Dr. Carpenter. "I never address the Queen at all," the Bishop is said to have replied. "I know there will be present the Queen, the Princes, the Royal household, and the servants, down to the scullery-maid—and I preach to the scullery-maid." A wedding incident which occurred a few years ago is recalled by the same writer, Dr. Carpenter marrying the young couple with the remark that "I am not only a Carpenter but a joiner." That the Bishop is not above making a joke at a sacred function is evident from a speech he made at the laying of the foundation stone of a new church. The architect handed the Bishop the trowel, asking him if he would mind becoming an operative mason for a few moments. "I would rather remain a working Carpenter," was the Bishop's reply.

STEPS are being taken to establish a "Society of St. George." The objects are most praise-worthy and should recommend themselves specially to sailors and soldiers. They are these among others; (1) To encourage and strengthen the spirit of patriotism among all classes of Englishmen; (2) to revive the recognition and celebration in every part of the world, and especially throughout the whose Empire, of the old English national festival of St. George on St. George's Day, April 23; (3) to disseminate patriotic literature in book, pamphlet, and leaflet form, containing points of English history, facts relating to our vast Empire, our victories by land and sea, acts and incidents illustrative of English pluck and heroism, &c.; also to publish biographical sketches of eminent Englishmen, past and present. A society with these aims could not fail to benefit the Services of defence considerably, and we therefore wish the influential committee of the Society of St. George, whose offices are at 241, Shaftesbury-avenue, W.C., all success in their efforts.

BREVET-MAJOR W. A. C. COCKBURN, 2nd Dragoon Guards, who has been employed in the Niger Coast Protectorate since June, 1896, arrived home on Monday last from the West Coast of Africa in the liner *Accra*. Major Cockburn was nine months in Benin City. According to his statement to a correspondent the city had wonderfully changed. The Niger Coast Protectorate was now making bricks there by machinery from native clay. Two Europeans were engaged in the work. Some of the bricks were of excellent quality, and a residency was being built with them. The brickmaking and building were considered an important undertaking for the future health of the coast. Ologbosheri, the Fetish Chief of Benin, who caused the massacre of whites a couple of years ago, was still at large. It was expected that an expendition would be sent after him. His whereabouts were known to the protectorate authorities, and it was expected that stubborn fighting would take place before he could be arrested. A magnificent road has been completed from Benin City to Sapelli, a distance of about twenty-seven miles. Trade was being brought by the natives to Benin City, but they still declined to take up their residence in a body as before, though a few were settling in their old town.

MEETINGS are again being held throughout Great Britain in advocacy of a wheat storage scheme to provide for food supplies in case of war. After the wheat operations of Mr. Leiter, it is submitted that it would be an easy matter for Russia and France, should they wish to do so, to quickly starve England. The first move, it is anticipated, would be to buy up wheat in the United States, where agents could acquire practically all the visible wheat in a few hours, and obtain control of much of the wheat held by the growers in a few weeks. The next move would be for Russia to prohibit the exportation of wheat, as she did in 1891. Fast cruisers would be despatched to wait at certain points of the ocean highways, such as off Cape Horn. All being ready, war would be declared and food proclaimed contraband of war. A large number of sailing vessels laden with wheat leave San Francisco and are about 18 weeks before they reach England; and, it is pointed out, could be captured off Cape Horn. All danger of famine during war, it is urged, would be avoided if British wheat growers were remunerated for reserving their wheat in the stack for about six months. In return, it is suggested that the Government should have the power to cause wheat to be sold at a fixed price. Amongst the figures submitted, it is shown that the United Kingdom has a cultivated area of 47,000,000 acres, of which, only about 2,000,000 acres are under wheat, 28,000,000 acres being permanent pasture. France, with a cultivated area of 90,000,000 acres, has 17,000,000 acres of wheat and 13,000,000 acres of permanent pasture.

TELEGRAMS.

[REUTER'S TELEGRAMS.]

COUNTERVAILING SUGAR DUTIES.

COMING DEBATE.

LONDON, MAY 9.

In the House of Commons, to-day, Sir Henry Fowler gave notice of his intention to move that the Indian Countervailing Sugar Duties Bill be disallowed.

Sir Henry Campbell-Bannerman asked Mr. Balfour to give a day for the discussion of the countervailing duties, to which Mr. Balfour acquiesced.

AMERICAN VS. BRITISH ENGINEERING CONTRACTS.

In reply to inquiries, Lord George Hamilton fully explained the circumstances under which a Philadelphia firm had secured the contract to build the Goktieh Viaduct, and he regretted to say that this was not the first contract where there was a marked difference between American and British tenders.

THE POWERS AND CHINA.

Mr. St. John Brodrick, replying to a question, said the Yangtsze Valley was defined as the provinces adjoining the Yangtsze River and the provinces of Honan and Chekiang.

He was unable to state the exact claims of Russia in Manchuria.

THE CANADIAN-AMERICAN COMMISSION.

A Washington despatch says that all hope of the re-assembling of the Canadian-American Commission in August next has been abandoned, as both sides are unyielding.

FREE TRADE IN THE SUDAN.

MAY 10.

The Sirdar notifies that he will open the Sudan in September to traders and settlers without distinction, and that foreign goods will be admitted free of duty.

CHURCH DISCIPLINE.

The Government has given notice of an amendment to a Private Bill for enforcing discipline in the Church, to the effect that if the present efforts of the Episcopacy to secure the obedience of the clergy are ineffectual, further legislation will be required.

THE NEWMARKET STAKES.

The race for the Newmarket Stakes resulted as follows :—

Mr. P. Lorillard's Dominie II 1
Mr. J. E. Platt's Kent 2
Mr. Wallace Johnstone's Harrow ... 3

THE POONA MURDERS.

EXECUTION OF RANADE.

(FROM OUR CORRESPONDENT.)

POONA, MAY 10.

Ranade was hanged at Yerrowda, this morning, for murder of the Dravids and being concerned in the Jubilee murders. Shortly before seven o'clock, the prison authorities, with Mr. Carvalho, City Magistrate, entered the prison.

The prisoner when brought out called to Balkrishna "Bala, I am going. Goodbye." The latter answered "Go ; I shall follow after to-morrow."

The death sentence was read to the prisoner in the jail-yard, and he replied that he had nothing to say. When brought out Ranade appeared calm, but he had a haggard look. He had fasted all day yesterday, and spent all last night in prayer. He continued praying until the drop fell. The drop was seven feet, and death was instantaneous. After the body had remained hanging one hour, it was taken down and cremated in the jail burning-ground near the river.

A MISSIONARY'S FUNERAL.

The funeral of the late Rev. John Small, Missionary, Free Church Mission, took place, this morning, and was largely attended by the residents of all demonstrations, including a great number of natives, many of whom were formerly, pupils of the deceased. Service was held in Mission Church in Marathi, followed by an address. At the cemetery the service was takenby the Revds. Mathew and Nicol MacNicol in English.

THE MAHARAJAH OF ULWAR.

SIMLA, MAY 10.

Captain Waller has been appointed to officiate as guardian to the young Maharajah of Ulwar during the absence of Major Kettlewell on privilege leave.

THE SIMLA WATER-SUPPLY.

The new pipe line in the Charot Nullah has been completed and to-day linked up with the pumps the Simla water supply being thereby increased from an average of about 1,40,000 gallons daily up to yesterday to 2,16,000 gallons to-day.

BENGAL CAVALRY ANNUAL DINNER.

The annual Bengal Cavalry dinner takes place at the United Service Club in Simla on the 27th instant, the Commander-in-Chief attending.

RETIREMENTS.

Brigadier. General Saunders, Colonel on the Staff, R. A., Madras Command, vacates his appointment, and will be placed on the retired list on the 8th August, on attaining the prescribed age. Colonel C. J. Lang, R. A., now serving with the Egyptian Army, will probably succeed him.

Major H. Guise, R. A., has applied to retire on pension.

MEDICAL APPOINTMENT.

Lieutenant-Colonel C. H. Beatson, I. M. S., has been appointed Principal Medical Officer Kohat Kurram Force, vice Reid transferred to Nagpore as Administrative Medical Officer Central Provinces.

Colonel Major, Principal Medical Officer, Secunderbad has proceeded home on sick leave.

THE RANGOON OUTRAGE TRIAL.

PRISONER ACQUITTED.

RANGOON, MAY 10.

AT the Rangoon Sessions, to-day, the trial of Private Horricks, of the West Kent Regiment, on the charge of outraging an old Burmese woman, resulted in the accused being unanimously found not guilty of the charge of outrage, and not guilty by six to three of abetment.

[REUTER'S TELEGRAMS.]

STEAMER MOVEMENTS.

SUEZ, MAY 9.

The Clan Line steamer Clan Ferguson left here for Colombo, Madras, and Calcutta, this morning.

NAPLES, MAY 9.

The B. I. S. N. Company's steamer Manora left here this afternoon.

HONGKONG, MAY 10.

The Austrian Lloyd's s. s. Marquis Bacquehem from Japan, for Bombay, sailed this morning.

COLOMBO, MAY 10.

Mail steamer Australia, from Australia, arrived.

The P. and O. Company's s. s. Socotra left London, for Bombay, on the 6th instant.

COMMERCIAL AND FINANCIAL NEWS.

LONDON, MAY 9.

The Liverpool Cotton Market closed steady. Surats Good Bhownuggur, 2 25-32.

The Manchester Market has been firm.

2¾ per cent. Consols.................. 110 1-4.
3 per cent. Rentes .... 102 1-2.
3½ per cent. Sterling Loan .... 115¼.
3½ per cent. Rupee Paper 67 1-4
Bar Silver 28 3-8

The sum of about £100,000 has been paid into the Bank of England.

PARIS NEWS AND NOTES.

THE NEW TRIAL.

THIEVES ON THE P. L. AND M. RAILWAY.

DEATH OF M. PAILLERON.

PARIS, APRIL 21.

THE new trial before the Court of Cassation, all Chambers together, is to open on Thursday, the 27th. It is absolutely impossible to get the slightest information as regards the conclusions arrived at in the report M. Ballot-Beaupre is hard at work upon. He for one is quite capable of keeping a secret. What seems pretty certain, considering his personal influence over his colleagues, is that he will see his conclusions adopted by the Court of Cassation, whatever they may be.

The strange result of the *Figaro's* revelations is that man in the country is now so committed to the views he has held during this eighteen months' squabble that none cares to have them altered at the eleventh hour. With the great mass of the people it has—unconsciously perhaps—become a question of *amour propre*. They won't have it that it was but a hoax, as M. Dupuy himself seemed prepaped to admit a few weeks ago. The Anti-Revisionist press naturally keeps them in a state of constant delusion, and thus it has come to pass that the *Figaro* has simply supplied each party with a fresh stock of arguments and new reasons to adhere to their belief. You may be assured that this is the true state of public opinion here. The passions must have cooled down and the lying press been silenced before any radical change can be expected.

Meanwhile the Revisionists are much concerned to know which side the Government is likely to take. They have no confidence whatever in M. Dupuy, indeed they know too well what is behind his affected *bonhomie*. He is bent upon hushing up the whole affair. He knows he will have to face very unpleasant "interpellations" when Parliament resumes its sittings on May 2. A deputy has already sent a letter to M. Lebret to announce his intention of putting a question to the Minister of justice about the documents shown to the judges and not communicated to Dreyfus and his counsel. This must prove a stumbling-block to the Cabinet, however cleaver M. Dupuy may be in eluding questions. But everyone knows M. Dupuy will not give in without a fight, and one is prepared for some startling development of the *affaire* at no distant date. To-day it is even rumoured that the Prime Minister intends to have the whole matter settled between April 27 and May 2. No supplementary investigation would be held, the Court would deliver its judgment, and Parliament, in presence of the verdict, would have no other course open to it but to acquiesce in silence. This system would undoubtedly have the advantage of bringing to a speedy conclusion what seems to be an interminable affair. But I doubt very much that Parliament will consent to be treated in this way. It has already a grudge against M. Dupuy for having bullied it into voting the law dispossessing the Criminal Chamber. It will insist upon having a voice in the matter, and will see that responsibilities are faced. And after all, if this feeling is strongly evidenced by a majority of deputies in their preparatory meetings, it would not be surprising to see M. Dupuy suddenly changing his policy and throwing in his lot with the Revisionists. It would be only a fresh proof of his well-known readiness *a changer son fusil d'epaule*.

The motive of the Government is to have a well-defined situation before the Chamber meets. The fact is the Government overrates the power of the army and the opinion of the constituencies. The army as against fair play is about as strong as were the walls of Jericho. The constituencies are deeply rooted in their interests. A wave of Drumontism has passed over them, I admit ; but apart from their interests, habits, and prejudices they have very few fixed opinions. The really politic thing would be to leave the Court of Cassation free from all pressure. It ought to hear Dreyfus. It ought to confront Picquart and the military witnesses. To do this it ought to be in no hurry. Above all it ought to hear Major Freystaetter. He would not undertake to whitewash Dreyfus, but he would show cause for annulling the judgment against him. He wants to speak. He has spoken of his agony of mind ; but he will not be suffered to tell what went on in the Council Chamber where the sentence was agreed upon. I have not heard a word of a nature to impeach either the character or the integrity of Captain Freystaetter. Were they impeachable we should have been told of it from the time he first offered to come forward. The course at present mapped out for the highest tribunal is not to annul the decision of the court-martial—a conclusion the friends of Dreyfus would gladly accept—but to say there is no new fact bearing on his trial. I believe the Government intends to pardon him as soon as the Court of Cassation has given judgment. There is a majority of ten against Dreyfus. One of the ten wavers. A large proportion of the nine are very old men. Some of them are not in the best of health. Influenza might any day remove them. The Government knows this, and hurries on the proceedings to make sure of a decision that will please the army and the mass of electors.

It will be remembered that a short while ago a luggage van attached to an express on the Paris-Lyons-Mediterranean Railway was broken into by thieves. Leclercq, one of the supposed authors of this exploit, was subsequently arrested at Lyons. It is now made out that this affair is not so simple as it looks. Leclercq is said to be a spy rather than a thief by profession, and his mysterious presence in the luggage van is alleged to have been prompted by dark designs on French military secrets. It seems that although the baggage had been subjected to a thorough overhauling by the thieves, nothing of any value could be found to have been stolen. This was all the more remarkable as among the luggage were the richly-stocked trunks of several Americans—trunks containing booty that could not have failed to attract the ordinary thief. On the other hand, the luggage of two French officers, one belonging to an artillery regiment in garrison at Belfort and the other to a squadron of Alpine Chasseur stationed on the Italian frontier, had been ransacked with special thoroughness, it is supposed in a hunt for papers bearing on military questions. Such are the facts as stated, but it would not be surprising if this fresh version of the crime should prove to be merely the outcome of the French mania for discovering spies on the slightest excuse.

Much nonsense has been talked of late about wireless telegraphy, and it has even been asserted that it has proved (save the mark !) the actual occurrence of telepathy. Yet the theory of it is in no way miraculous, and, in fact, much easier to understand than the action of a telephone or, indeed, of a sounding-board. It has long been known that when a brass rod or other electrical conductor is discharged it sometimes, instead of returning to a state of equilibrium, acquires a charge of the opposite kind to that with which it has just parted. This disappearing goes in its turn (so to speak) beyond the mark, and thus a diminishing series of oscillatory currents going alternately different ways is set up. These oscillatory currents produce vibrations in the atmosphere of a frequency intermediate between those of light and sound, and induce a similarly rapid series of alternate currents in any conductor in their neighbourhood.

It is on this principle that the apparatus of M. Ducretet, which recent visitors to Paris may have noticed in the Rue Claude Bernard, is constructed. At the top of a gigantic mast is fixed the conductor terminating in a metallic plate which forms the source of the vibrations. The other end is connected in the operating-room with an induction coil, its discharging-rods, and ultimately with the earth. When an electric current is passed through the induction coil, an oscillatory discharge takes place between the discharging rods, and an operating board like that used in the Morse telegraph enables the operator to make the discharge long or short. The vibrations when once excited are caught by a similar conductor on the top of another mast—in this case placed on the Eiffel Tower—and passed through an apparatus of iron filings and an ordinary telegraphic relay. Each mast is at once a transmitter and receiver, and the medium through which the vibrations are transmitted seems to be in all cases the air. For this reason it is necessary to use masts which raise the vibrations above the currents which may be radiating from ordinary electric conductors, and it is this which forms the drawback at present to the system. As for all the talk about "ether-waves" and the like, it is difficult to see what part the other—even if it could be proved to exist—can play in the affair.

M. Jules Bois, a journalist, who was very much to the fore during the devil-worshipping scare of two years ago, has of late been delighting visitors to Monte Carlo by an exhibition of hypnotism in conjunction with a certain Mlle Lina. The lady claims to have what French occultists call an "exteriorized" sensibility, so that when once hypnotized she suffers nothing when you pinch her. If on the contrary, you pinch the air at a little distance from her, she jumps. If a wax figure or even a rose be placed within the sphere of this lady's exquisite sensibility, she afterwards suffers if the object be ill-treated as much as if the ill-treatment were applied to herself. Thus, says M. Jules Bois, is explained the bewitchment by means of wax images so common in the Middle Ages, and, he might have added, among the lowest savages. And this, of course, is due to electricity or ether-waves, or something of the kind. M. Jules Bois is a clever writer, who once collected some amusing information about the Little Religions, or sects of cranks to be found in Paris as in every great city, and probably knows a very great deal better. We wonder whether he remembers General Roget's historic reply to M. Deroulede : "Pas de blague"?

Much comment has been excited in Paris by the fact that M. Lockroy has suddenly left Paris with Mdme. Lockroy on a private visit, so that Admiral Fournier, who had started by express for Paris to report to the Minister of Marine on the reception of the French Fleet in Italian waters, had to leave the train at the first stopping place and return to Toulon. The "Eclair," which is often inspired by the Marine Department, says there is no foundation for the alarming reports in circulation. No incident marked the visit of the French Fleet to Cagliari. The President of the Republic will receive Admiral Fournier on Monday. The "Echo de Paris" says the officers of the fleet all speak with enthusiasm of their reception by the Italian officers and men. "Let us hope," adds the "Echo," "that this union of heart will soon translate itself into an official alliance."

M. Pailleron, the well-known French dramatist, who has fallen a victim to influenza, made his first attempt at play-writing in 1860, but although the work then produced—"Le Parasite," a comedy in verse—met with considerable success at the Oden, it was not until more than twenty years later that he made his name really famous in France with "Le Monde ou l'on s'ennuie." Its amusing satire, directed particularly against Professor Caro, who had caught the fashionable world with his philosophical lectures at the Sorbonne, delighted the public, although it made Caro furious. In 1884 Pailleron was raised to the rank of the Immortals in the French Academy.

The death of Edouard Pailleron adds one more to the long list of men of letters in all ages each of whom will be remembered as the author of a single work. Pailleron wrote "Le Monde ou l'on s'ennuie," and by the sparkling satire of that admirable comedy he will live as long at least as the Comedie Francaise. Not even Alphonse Daudet's "L. Immortel" was more severe upon the pretensions of official literary immortality as it is conferred by election to the French Academy. The best answer, however, to the dramatist's satire of the wearers of the "palmes vertes" is to be found in the fact that the Palais Mazarin opened its doors to Pailleron the very next year after his play was produced. The Academicians thus proved that they possessed what is, after all, the truest test of humour—the capacity to enjoy a joke made at one's own expense.

Senora Pardo-Bazan is endeavouring to persuade Paris that Spain is not one of the dying nations, and that her defeat at the hands of America was not due to moral decadence, but merely to haughty trust in the strength and glory of her past. But it is a little odd that the lecturer should laughingly tell Parisians that the Spaniards appointed Lieutenant Peral to the rank of Admiral merely because it was rumoured that he had solved the problem of submarine navigation. For although Lieutenant or Admiral Peral is now fitting telephones and electric bells, the French Minister of Marine is protesting that his country's safety lies in vessels of the type of the "Gustave Zede."

The "Fronde" of Thursday publishes "under all reserve," a report that three cases of plague have appeared in a large drapery house in Paris, the disease having been imported with Oriental carpets. The The "Fronde" demanded that a serious investigation be made into the matter.

The Prefecture of Police issued a note, declaring the report published by the "Fronde" of the outbreak of plague to be completely unfounded. It is added that the Prefect of Police, having made a personal inquiry into the matter, has convinced himself of the absolute groundlessness of the rumour.

THE COST OF EUROPEAN TELEGRAMS.

LETTER FROM THE CHAMBER OF COMMERCE

THE following letter from the Chamber of Commerce, Bombay, has been addressed to the Secretary to Government, Public Works Department :—

Sir,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 230, dated 20th April, on the subject of the Indo-European telegraphs.

I am to say in reply that the letter of the Chamber, dated 9th March last, was written in full knowledge of the circumstances set forth in the Government of India's letter of the 25th January 1897. Those circumstances amounted to a refusal on the part of the Common purse to accede to the proposals for a reduction of rates. An attempt was made to justify this refusal by a declaration that "they would not admit that the demand by the public for a reduction had been demonstrated to be a real one ;" but my Committee cannot recognize as final a decision arising from a misapprehension of facts so complete as is here betrayed. On the contrary they take it that the reality and indeed urgency of the demand is not now open to question. The fact that the present telegraph charges constitute a tax of from 1-4 to ½ per cent. on the total value of the import and export trade with Europe completely oversets the suggestion of the Companies that the rates are not high in relation to that trade. And the profits continuously made by the Companies in question and by the Government Department related to those Companies are conclusive as evidence that the said charge is more than equivalent to the services rendered.

The fact that any sensible reduction of rates will and must produce a proportionate increase in traffic and in the resultant trade operations appears to my Committee so obvious as to require no demonstration; and I am charged to submit that the State will, through such reduction, gain in general revenue and in fiscal vitality very much more than it could lose through temporary restriction of its telegraph proceeds.

The estimated profit upon the Telegraph Department for the current year is shown in the Budget as Rx. 271,200, and this under the present system goes to swell the general revenue. My Committee desire to submit that this system is an inversion of that which ought to be practised, and that the Telegraph Department which plays so large a part in the production of general revenue is entitled to, and would repay, a very large subsidy from that general revenue.

It has been more than once suggested that this subsidy might be made in the form of a guarantee accorded to the existing Companies against the temporary loss possibly to result from a reduction of rates ; and the fact has been cited that a sweeping reduction of rates made in respect of telegrams to Australia under such a Government guarantee has resulted in a direct profit larger than that made under the higher rates previously ruling.

But the parallel is probably imperfect. The refusal of the Companies to assent to a reduction of rates is by well-informed persons ascribed to the fact that their existing system is incapable of dealing with and profiting by a traffic augmented in anything like the ratio of increase produced on the Australian lines. And it is believed that their failure to supplement that system is due to a consciousness that the time is gone past when a private enterprise might expect to be allowed indefinitely to press upon and paralyse the very nerves of national enterprise and prosperity. They naturally refuse to forego present profit. Nor can they be expected to yield to argument unsupported by pressure.

My Committee therefore conceive that while advancing no argument likely to be recognised by the Companies as outweighing the contentions of the Common Purse, they have pointed to several considerations that not only would justify the Government of India in a renewed effort to shake the obstructive attitude of those Companies, but constitute a distinct call for some such effort. And I am to submit that in the view of this Chamber the end desired would be most advantageously and expeditiously attained by the construction by Government of an independent national cable system which will afford in time of war that security of communications in which all Chambers of Commerce must conceive themselves to be very seriously concerned.—I have, &c.,

FREDERICK NOEL PATON, Secretary.
A. ABERCROMBIE, Chairman.

THE RAILWAY STRIKE.

THE TRAIN SERVICE IMPROVING.

PARTIES AT A DEADLOCK.

THE strike of the signallers employed by the G.I.P. Railway Company continues to occupy much public attention. The position of affairs between the two parties remains the same, and there does not seem any likelihood of a conference being held or arbitration resorted to. The letter from the men's solicitor, Mr. Dixit, suggesting that the men were willing to confer on the points in dispute, has not yet elicited a reply from the Agent of the Company. The latter are extricating themselves from the extreme difficulties which they had to face in the earlier part of the week. The military signallers are becoming more familiar with the work, and naturally accomplish their duties with greater despatch, while the pressure everywhere is being relieved by the engaging of and despatching to various points other signallers. In the early stages of the struggle the greater portion of the traffic had to be worked on the pilot system to guarantee public safety, and passengers certainly prefer slowness and security to rapidity and great risk. The pilot system has been gradually abolished, and yesterday morning we are officially informed that the block system, partly station to station and partly section blocks, has been established from Bombay to Jubbulpore. From the latter station to Bhusawal, which forms the greater part of the journey over the G. I. P. Railway to Calcutta, has been the centre of the delays, so tedious to passengers and inconvenient to trade. The extent of the delay may be imagined by the fact of the Calcutta mail, due in Bombay at 4 p.m. on Monday, arriving 24 1-2 hours behind time. The same mail due on Tuesday arrived yesterday at 3 p.m., or 23 hours later than scheduled time. The Madras mail was only 40 minutes late yesterday morning, while on Tuesday it was four and a-half hours behind. The Raichore passenger train, late on Tuesday to the extent of three hours and a-quarter, steamed into Victoria up to time. The Poona train due at 11-15 a .m. yesterday morning was a quarter of an hour behind. On Tuesday evening the five o'clock Poona train arrived one hour eleven minutes late. The delay was not due to the signal service, but owing to the accumulation of parcels at several stations. About twenty minutes of that period was attributable to cautious driving. The 11 o'clock train from Poona arrived in time. The traffic locally is all right and trains run with commendable punctuality. The goods traffic is still thoroughly disorganised, but a certain amount of this branch of traffic is carried on daily. Now that communication has been opened up with Jubbulpore and traffic has reverted to the block and longer block system, it is confidently anticipated that great improvement will be manifest in the arrival of passenger trains and mails, while the goods traffic will also be considerably advanced. It is said the number of passengers travelling over the line is about the same notwithstanding the strike, but the publication of the weekly returns will reveal the actual state of affairs. The telegraph service is vastly improving, but the tampering of wires between Bombay and Kalyan still continues, and it is probable the culprits may be secured. The obstacles facing the Company at the outset were appalling, and it reflects the greatest credit upon all the officials that these are rapidly disappearing within four days of the commencement of the dispute.

The leaders of the men regard this subsidence of the dislocation of traffic as being merely superficial. They say it may be true that the company are running the trains with greater punctuality than a few days ago, but what about the goods traffic. Where is the immense volume of goods transhipment they did before this industrial struggle ? The reason the trains are running better is because of the closing of nearly all the small stations. The men think the company are dealing hard with them inasmuch as they are being turned out of their tenements. It was said Mr. Wenden had stated he could not allow them to inhabit buildings which were part and parcel of the station, and perforce give them an opportunity of tampering with the instruments if they desired to do so. The men maintain that if that was their object it would have been done within 48 hours of the strike. The men state the rule is that a man lives in the quarters until he is paid up, while most of the men involved in the strike have not been paid their salaries due for April and part of May, while each striker has something to come from the Provident Fund.

Mr. Dixit confirms the report made yesterday, that a prosecution for leaving the service without proper notice was commenced at Igatpuri, but has been withdrawn by order of the Agent.

THE GOODS TRAFFIC.

The delay which is being experienced in the transit of goods per the G. I. P. Railway is causing uneasiness amongst the shippers of Bombay. For the first few days of the strike they have not felt the inconvenience, but in some quarters, it is feared, if the delay is continued during the next few days, they may be unable to complete certain contracts. The shipowners are still firm, and we hear that two steamers—the Gymeric and Clan McNeil—have been fixed by speculators at 18s. to two picked ports and 18s. to one picked port, respectively. It is hoped, however that now the difficulty arising in working traffic between Jubbulpore and Bhusawal has been eased, traffic may work more smoothly.

FURTHER CORRESPONDENCE.

The following has been forwarded for publication:—

To H. Wenden, Esq., Acting Agent, G. I. P. Railway, Bombay.

Dear Sir,—You are aware that the accounts of our clients with the company have not yet been settled, and some of them have not been paid even their salary for the last month. Again, there are several from whom no authorized official of the company has as yet received and taken charge of the company's property. In other words, the company's property is still in their charge though they resigned duty four days ago. They have not yet put pressure on you either to settle up their accounts or to take over from them the company's property because they knew that under the circumstances that had happened your hands were quite full of work. But they never suspected that while they were acting with such consideration towards their employers, an attempt would be made to forcibly turn them out of the quarters that they had been occupying. The understanding on which our clients have all along served, and in fact the general practice all along has been that the men are allowed to occupy the quarters until their account with the company is finally settled. This practice has been systematically observed, not only in the case of those who had resigned, but even those who were dismissed for misconduct. In the present instance, however, the practice has been and is being violated. This action of the authorities entails very great hardship on the men. They are in no way anxious to continue in the quarters but they must be relieved of the company's property and their accounts must be finally settled before they can be asked to vacate the quarters. Again we are informed that the mode in which the vacating is carried out is very oppressive. Their things are forcibly removed and thrown into the street and personal violence is also in some cases used.

Under the circumstances we feel it our duty to bring the above facts to your notice and trust that you will be pleased to issue instructions to your subordinates not to molest the men in any way and not to make them vacate the quarters until they are relieved of the company's property and until their accounts are finally settled. The men have behaved in an exceedingly orderly and quiet manner and it is but due to them that they should not in any way be ill-treated. We have no doubt you will give your immediate attention to this matter and set things right at once.—Yours etc.,

(Sd.) DIKSHIT & DHANJISHAH

Copy.
No. 6324

Bombay, May 10.

Messrs. Dikshit and Dhanjishah. your No. 1429 of date.

Dear Sirs,—In acknowledging receipt of your lettee of date I have to say that if any of your clients have to complain of such harsh treatment as you describr I shall be very pleased to have full enquiry made if a representation of the facts of the case in detail is made either to the General Traffic Manager or to me.

I need hardly add that any such treatment as you describe is foreign to my wishes.—Yours, &c.,

(Sd.) H. WENDEN, Acting Agent.

To H. Wenden. Esq., Acting Agent,
G. I. P. Railway, Bombay.

Sir,—We are obliged to you for your letter of date, the contents of which we are communicating to our clients.—Yours &c.,

(Sd.) DICKSHIT & DHUNJISHAH.

THE LAW ON THE SITUATION.

Sir,—Before a Railway employe can leave the service he must give a month's notice according to law, and in default the company may forfeit his pay and he is also liable to a fine of Rs. 50. This would suffice in ordinary cases, but is quite inadequate when a whole class of men go out on strike and dislocate the traffic, besides putting the company to the risk of running the trains with such means as they can improvise. The question arises, can the striker not be punished in some other way ? The Railway Act prescribes the punishment for employes guilty of rash or negligent conduct in the course of their duty, but it does not provide any punishment for a case like the present, when the signallers have struck work in a body and have forced the company to run the trains at considerable risk to the public. But does not the general penal law apply to the case ? It appears to me that it does. The Penal Code, section 166, prescribes a punishment of one year for a public servant who knowingly disobeys any direction of the law as to the way in which he is to conduct himself as a public servant knowing it to be likely that he will by his disobedience cause injury to any person. The signallers who are public servants have disobeyed the law requiring a month's notice of their intention to leave, and they knew it to be likely that this action of theirs would be likely to cause injury to the public. This injury is not confined to personal injury, but will include injury to property.

Again, any person who voluntarily obstructs any public servant in the discharge of his duty may be imprisoned for three months under section 186. The signallers by their action have obstructed the drivers and guards, who are public servants, and have stopped and delayed their trains.

Again, if a person is directed to do or not to do any act by an order of a public servant and disobeys such order he may be punished with one month's imprisonment under section 188. The Railway authorities who are public servants have directed the signallers not to leave their posts except after the month's notice required by law. The signallers have disobeyed the order and are liable to punishment.

Under section 283 whoever causes danger, obstruction or injury to any person in any public way may be punished with a fine of Rs. 200. The signallers have caused danger, obstruction and injury to persons using the railway and they are liable to punishment.

Again, any person who causes any common injury, danger or annoyance to the public, or who by his act must necessarily cause these inconveniences to the persons who have occasion to use any public right may be punished with a fine of Rs. 30, under section 290. The signallers have clearly caused these inconviences to the public who use the railway and they are liable to this fine.

Generally whoever does any act so rashly or negligently as to endanger human life or the safety of others is punishable with three months' imprisonment. There may be no intention to cause injury to persons, and it may be wished that injury would not occur, but if any act is done without considering its bad consequences or hoping that those consequences might not happen, it would be punishable. It is not necessary that any injury should happen, for if it did happen it would be punishable more severely under other sections but it is sufficient that the act was done rashly or negligently. These signallars have thrown up their work without the notice which the law insists upon to protect the public from harm. This is a rash act and there is danger to life and safety and is therefore punishable. Of course, the company and the public take the risk of travelling by trains without proper signals, but their action is a consequence of the rashness of the signallers. They are forced to do so, and this will not excuse the rashness of the signallers.—Yours, &c.,

May 10. MANU.

A DISCLAIMER.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—As some of the statements contained in your leader on the signallers' strike in your issue of to-day are likely to create a grave misunderstanding unless contradicted, we have to trouble you to find space for the following in your to-morrow's issue :—

The so-called strike did not originate in Poona, nor was Poona its head-quarters. The persons who have resigned their posts are members of an Association, called the G. I. P. Railway Signallers' Association, formed so far back as first February 1897, with the object of "concentrating the energy and focussing the spirit of all the signallers in the Great Indian Peninsula Railway Company's service, to respectfully represent the grievances of the service to superior officers, to discuss matters concerning the weal and woe of the service, and to agitate in all legal and constitutional ways for the accomplishment of reforms in the service." It is this Association that has been memorializing the company since its formation in February 1897, for the redress of the grievances of its members and which eventually resolved upon the final step of wholesale resignation. The head-quarters of the Association are at Sholapur, where the General Secretary resides. Poona is not even one of the districts of the Association, but is simply a branch. Out of the 661 men whose resignations we forwarded to the company only 12 were from Poona.

It is asserted that the "strikers" are mostly Brahmins. That is not true. Out of the six hundred and sixty-one men, about two hundred are non-Brahmins, and among these are Christians, Mahomedans, Jews, Purbhus, Marathas. and others. It is true there is a majority of Brahmins, but that is because the majority of the signallers employed on the G. I. P. Railway are Brahmins. Perhaps it is not worth the while of non-Brahmins to work so hard and on such a low salary as the G. I. P. Railway signallers have been expected to do.

We do not propose to deal with the absurd and ridiculous supposition that there is a political motive for the strike. If such a supposition were possible, the facts you have been good enough to mention in your articles of yesterday and to-day, coupled with the above facts and the conduct of the men since the beginning of 1897 up to date, and particularly since the strike, would be a sufficient answer to it.

As you refer to the men's "demands," we should like to remove a mis-understanding that exists as to some of the demands. The men do not want a day's holiday in a week. That prayer found a place in the memorial of 1897, but was afterwards abandoned, and it does not appear in the final memorial. No 2nd class passes have ever been asked for servants, but servants' passes, which means third class passes have been asked, and those only in the case of those, who have servants, the practice of giving which did prevail in the G.I.P. Railway until some time ago.

As to water allowance, that is asked only in the case of such stations as suffer from a scarcity of water. If there are only a dozen such stations as you say in your report of yesterday, the allowance will have to be made only in the case of those dozen stations.

As to the men's complaints that they are underpaid and over-worked, so much has already been said about it that we do not propose to occupy any more space of your valuable paper in dealing with them.—Yours, &c.

DIKSHIT & DHANJISHAH.
Solicitors.

FOREIGN TELEGRAM REPORTS.

Latest dates of foreign messages received at Bombay from the United Kingdom during the 24 hours ending at 8 p.m. of the 10th May 1899.

[Difference in Longitude allowed for.]

Via	Latest Dates.			Time occupied in transmission.	
	D.	H.	M.	Hours.	Minute.
Turkey	9	6	22 p.m.	14	35
Teheran	10	2	39 p.m.	0	22
Suez	10	2	35 p.m.	0	38

Time occupied in the transmission of messages to Bombay during the 24 hours ending at 8 p.m. of 10th May, 1899.

—	Maximum Time.		Minimum Time.	
	H.	M.	H.	M.
From Calcutta	1	33	—	2
" Karachi	1	21	—	1
" Madras	9		—	30

INDIAN RAILWAY POLICY.

CHAMBER OF COMMERCE AND GOVERNMENT.

THE Chamber of Commerce has addressed the following letter to the Secretary to Government, Public Works Department (Railway Branch) :—

Sir,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 540, dated 9th March, with an enclosure, intimating that proposals for the consideration of the next early Railway Conference should be submitted not later than the 15th May, and also of your letter No. 570, dated 13th March, conveying the sense of the reply made by the Government of India, concerning the representations renewed by this Chamber on the subject of the Nagda-Bara-Muttra Railway Extension, by their letter dated 5th December 1898.

In compliance with the first of these two letters, I am directed now to say that the members of my Committee are unable to imagine on what grounds the Government of India conceives the Agra-Delhi chord line to be a fit substitute for the Nagda-Bara Muttra line. The reduction of distance to be effected by the construction of the said chord line is trivial ; and while it will doubtless contribute to the convenience of traders in a limited region, already served by the adjacent railway at Aligarh, it will do nothing whatever to open up a great and fertile tract such as that to be penetrated by the Nagda-Bara-Muttra Extention. The substitution of the one scheme for the other appears to my Committee, therefore, to realise the misgivings recited in paragraph 5 of their letter of the 5th December.

I am directed to say that the proposal of Government does not commend itself to the members of my Committee as in any sensible measure meeting those requirements of trade which they have now for so many years patiently reiterated for the consideration of Government, or as affording any earnest of the recognition of the indisputable principles and undeniable considerations they have repeatedly adduced in favour of that line which, in the unanimous opinion of all commercial men, would most assuredly yield great results to the trade and revenue. The claims of that Railway to preferential consideration were recognised so long ago as March 1897 and were set forth by the Hon'ble Sir A. Trevor in his Memorandum on the preparation of the programme of railway extension in India for the years 1896-97, 1897-98, 1898-99. "On the other hand, it seemed desirable looking to the future, to come to some conclusion as to which the of larger schemes for through lines ought to be taken [illegible] when opportunity offered, which there was some reason to hope might be before the end of the three years. After full consideration, the Conference decided that the through connection from Nagda to Muttra and Delhi was to be prefered. In forming this opinion the Conference was influenced by the following facts amongst others :—

"(1) That the large schemes now in hand will benefit Bengal, Madras, Assam, and Burma, and that therefore a scheme in which Bombay and Upper India are interested has a strong claim to come next in order.

"(2) That it has long been acknowledged that the Rajputana-Malwa Railway is unable to carry all the traffic offered to it, and that this scheme will relieve that pressure.

"(3) That several of the Chiefs of Rajputana and Central India are anxious to develop the resources of their States by the introduction of railways within this large tract of country, and that this line is necessary to enable them to do so effectively."

My Committee is conscious of no flaw in the arguments already submitted ; and nothing new can therefore be usefully added thereto. This Chamber has in the past abstained from discussion of details and contented itself with pressing upon Government the relevance of those principles which it conceives to be indisputable and which commend and sanction the Nagda-Bara-Muttra project. And the fact that the Chamber does not for the present urge afresh upon Government the claims of the Sirsa-Kuchaman Road line is due to their determination that nothing should complicate or detract from the force of those representations which they confidently crave His Excellency the Governor in Council may be pleased to make to His Excellency the Viceroy in the matter of the Nagda. Bara-Muttra Extension.

I am directed, however, to express the satisfaction felt by the members of this Chamber on learning that the principle of the encouragement of private enterprise in railway construction has received further sanction through the concession made to a firm of this city in respect of the Ahmedabad-Dholka line. So long ago as 1891 this Chamber, in a letter dated 1st December, urged upon Government at once the principle in question and the execution of this particular project ; and my Committee now desire to express a hope that the project will be given its fullest effect and fruition by the sanction of its extension to Dhollera and Ranpur by way of Dhundooka. It is difficult to compete with cart traffic upon short distances, and the information before my Committee goes to show that the extension of Dhollera will not only give great satisfaction both to the business community at Ahmedabad and to the resident and officials in the fertile regions to be penetated. but will tend to augment the sea-borne traffic with Bombay in articles that are at present barred by the heavy cost of a long railway transit.—I have, &c.

FREDERICK NOEL PATON, Secretary.
A. ABERCROMBIE, Chairman.

MOSQUITOES AND MALARIA.

THE ETIOLOGY OF MALARIAL FEVER.

MAJOR ROSS'S DISCOVERY.

IN the annual report of the Sanitary Commissioner with the Government of India, published this week, Surgeon General Harvey writes :—

Until recently, our conception of the theory of the propagation of malarial fevers by the parasite discovered by Laveran was limited by the fact that no one had been able to discover the organism in external nature ; and the difficulties surrounding the subject were so great that this discovery seemed to be almost hopeless. In 1894, however, Dr. Patrick Manson stated in a definite way a theory that the parasites are capable of transference to mosquitoes feeding on the blood of infected persons. The belief that malarial fever was in some way connected with mosquitoes was not a new one ; indeed, it appears that a connection between insects and malarial fever was suspected before the beginning of the Christian era. In modern times a theory of the conveyance of malarial infection by mosquitoes existed in the United States, but seems to have remained unknown in Europe; and even the suggestion made more than once by Laveran himself, that possibly mosquitoes played a part in the propagation of paludism as they do in filariasis did not attract attention. It was not until the publication of Dr. Manson's paper on the subject that the minds of British observers at any rate, were turned seriously to the mosquito as a possible intermediate host.

In 1895 Surgeon Major Ronald Ross, of the Indian Medical Service, began the experimental study of the subject in India ; but for more than two years, during which he fed vast numbers of mosquitoes on persons suffering from malarial fever, he failed to obtain any conclusive evidence in favour of Manson's hypothesis. Meanwhile, however, belief in the connection between malaria and mosquitoes was gaining ground and it is of interest to quote

THE REMARKS OF DR. ROBERT KOCH,

who studied the subject in German East Africa :—With regard to the method of the origin of tropical malaria, I have arrived at no certain conclusions. One cannot as yet go beyond conjectures. But the number of possibilities which may be discussed in this regard are now with increasing knowledge of the actual nature of malaria, being continuously limited, and there now remain, so far as tropical malaria is concerned, only two agents for the conveyance of infection which need be seriously considered. These are drinking-water and mosquitoes. The more I study this disease, the more I incline to the opinion that the latter is the chief, and probably the only factor. Wherever one turns, one finds a local and a seasonal relationship, between the existence of tropical malaria and the presence of mosquitoes. On the coast there are a few places which are regarded as free from malaria ; one of them is the island of Chole, which lies at the southern extremity of the large island of Mafia. I have visited this island, which in former times was used as a sanitarium by the Zanzibar Arabs. It is the only place on the coast where I was able to sleep without mosquito-curtains. Among mountains malaria stops exactly where there are no longer any mosquitoes. In the interiors of countries malaria diminishes where mosquitoes diminish. At the times of the year when mosquitoes abound malarial fevers are most frequent.

"I am most strengthened in my conviction by the analogy of malaria with Texas fever and other tropical diseases of men and animals, in which the parasites are found in the blood exclusively. In all these diseases the infection is carried by blood-sucking insects not indeed that the insect carries the infectious matter direct from the blood of one animal to that of another, but the parasite goes through further developmental stages in the insect, passes into the eggs and into the young insects, and is by them carried to the proper host. In this or some similar way,

I think the mosquito plays its part in regard to tropical malaria.

In August 1897, Surgeon-Major Ross' perseverance was at last rewarded. He observed in the stomach of a particular kind of mosquito, fed on the blood of a person suffering from malaria feverl certain pigmented cells. From the resemblance of the pigment in those cells to that found in the organisms associated with malaria, he was led to hope that he had found an extra-corporeal development of the latter.

MAJOR ROSS' DISCOVERY.

In February 1898, Surgeon-Major Ross was placed on special duty under the Sanitary Commissioner with the Government of India for the investigation of the malarial problem and *kala-azar*, and was given the use of the laboratory of the special Assistant to the Sanitary Commissioner in Calcutta.

Surgeon-Major Ross at once resumed the study of the pigmented cells. After some experiments attended by negative results, he found that the pigmented cells were almost always present in a particular variety of mosquito,—a mosquito capable of carrying *filaria nocturna*,—after it had been fed on sparrows infected with *proteosoma* Labbe, which is a parasite nearly akin to the parasites associated with malarial fever in man. After examining a very large number of such mosquitoes fed on infected birds, controlling his experiments by the examination of insects of the same variety fed on healthy birds, Surgeon-Major Ross satisfied himself that the pigmented cells are a developmental stage in the mosquito of the blood parasites of the infected birds. He was, moreover, able to trace the gradual growth and development of the cells in the insects.

Shortly after the mosquito has been fed on the infected blood, the cells begin to appear, according to Ross, as small oval bodies containing pigment attached to the outer wall of the insect's stomach. These bodies rapidly increase in size, until after six days they reach a maximum of about 60 micromillimetres in diameter, and are protruded freely into the cœlum, or blood cavity, of the mosquito. Major Ross considers these bodies to be coccidia, and calls them *proteosoma* coccidia.

The next object was to discover the sporulation of the *protosoma* coccidia; and Surgeon-Major Ross soon satisfied himself that there are two kinds of reproductive elements, (*a*) delicate thread-like bodies, and (*b*) large black spores.

And now the enquiry became of particular interest, for there was reason to suppose that the mode of infection of birds with *proteosoma* certainly, and the mystery of the infection of man with the organism of malaria probably, would be explained by the results of the next step in the investigation.

The results attained were somewhat unexpected, as Ross himself states. He discovered that the thread-like bodies have the faculty of entering and remaining in the large grape-like cells of the salivary gland of the mosquito. This gland lies near the head of the insect, and a duct runs from it to the extremity of the tongue or epipharynx, one of the stylets of the proboscis which is used by the mosquito to pierce the skin of its victim. Ross believes that the secretion of this gland, is poured into the wound, its function being to prevent the contraction of the torn capillary vessels, and its effect the familiar irritation of the mosquitobite. His theory of infection was that the thread like reproductive elements of the *proteosoma* coccidia, having accumulated in the gland, were carried out by its secretion into the blood of any creature on which the mosquito might feed. Once in the blood *proteosoma* infection would be set up, provided the victim of the mosquito was a susceptible bird.

So far, this theory was supported only by the life-history of the *proteosoma*, and Ross next endeavoured to confirm his speculations by the direct infection of healthy birds. He fed a number of mosquitoes on birds infected with *proteosoma*, and, after keeping them for a week in order to allow time for the production by the *proteosoma* coccidia of the thread-like bodies, he fed the mosquitoes on birds which he had previously ascertained were free from *proteosoma* infection. The result was decisive. After a definite incubation period of from five to eight days, 80 per cent. of these birds became infected with what he describes as immense numbers of *proteosoma*. Most of the birds died and showed the characteristic black pigmentation in the liver and spleen. Major Ross states that *proteosoma* infection is found in only about 13·5 per cent. of the free sparrows which he examined in Calcutta, and then the parasites are far inferior in number to those in his experimental cases. He therefore, considers that the fact that *proteosoma* infection is carried from a diseased to a healthy bird by mosquitoes has been placed by him beyond question.

Major Ross has not yet succeeded in extending these latter observations to human malaria, nor has he yet as certained the function of the black spores; and work in both directions must be completed before the problem of the propagation of malarial fever can be said to be solved. He fears, moreover, that the task of finding the appropriate definite hosts for each of the different gymnosporiadia will prove to be a hard one. Major Ross is, however, inclined to anticipate that the direct infection of the malarial germs through the suctorial apparatus of the mosquito will be found to be the only method of infection. If this is so, the prevention of malaria will depend upon the prevention of mosquito-bites. This may not be so difficult as is supposed, because at any rate as regards several species, mosquitoes have a limited area of propagation, in barrels of water, puddles, and ditches, where small fish, which devour them greedily, cannot live.

Before the important subject of limiting the propagation of mosquitoes is considered, the species and habits of the insects which act as hosts to the parasites must be learned, and this work is now obtaining serious attention in many parts of the world. In the meantime it may be stated that there is good ground for the belief that the commoner species of mosquito cannot convey the organism of human malaria.

Major Ross had not to wait long for the confirmation of his work. Dr. C. W. Daniels, of the British Guiana Medical Service, as a member of the Malaria Commission, was sent out to India that he might make himself acquainted with Major Ross' researches. In his report, about to be submitted, by the direction of the Colonial Office, to the Secretary of the Malaria Investigation Committee of the Royal Society, Dr. Daniels confirms Major Ross' discovery of the propagation of the *proteosoma* by mosquitoes.

In Italy, Professor Grassi and Drs. Bignami and Bastianelli, after receiving reports and specimens from Major Ross, have published their success in following the development of two of the parasites of human malaria in a species of mosquito (*Anopheles claviger*).

KALA-AZAR.

As the greater number of professional men who had studied *kala-azar* were of the opinion that it is a result of malarial infection, and as Captain Rogers had adduced some evidence in support of the belief that it is communicable in some way from man to man, it was believed that a study of *kala-azar* would throw some light on the problem of malarial infection. Accordingly, after he had succeeded in tracing infection by one of the so-called malarial parasites of birds from an infected bird through the mosquito to a healthy bird, Major Ross was deputed to Assam to investigate *kala-azar* on the spot. While this report is passing through the press, Major Ross has presented the outcome of his labours in a lengthy essay 'On the Nature of *Kala-Azar*.'

The questions which Major Ross set himself to solve were the following: What is the nature of *kala-asar*? If it is malarial, how can its communicability be explained? Major Ross begins his report with a description of the disease, which is

A SKILFULLY CONSTRUCTED MOSAIC

of the opinions of the medical men who have had the most extended opportunities of studying its signs and symptoms directly. There are no prodromata. The onset of *kala-azar* is sudden; the first symptom being fever which is introduced by a rigor or mere chilliness, is generally severe, may be continued, intermittent or remittent, and may last two or three weeks or even longer. This is succeeded by an apyrexial period lasting a week or two to be followed by an attack of fever, similar to the first; this in turn giving way to a fever-free period. There may be several alternations of fever-free periods. In the meantime, the spleen always, and the liver in nearly every case, become enlarged and may be tender to the touch. Anæmia progresses with the illness, but varies in degree, extreme anæmia suggesting anchylostomiasis as a complication. Emaciation is progressive throughout.

Then follows a second stage characterised by extreme enlargement of the spleen and liver, and the persistence of a low form of fever which may last for months and may, or may not, be interrupted by attacks of high fever.

Dropsical conditions may arise; bleeding of the nose is common; and in some cases there is undoubted darkening of the skin.

The third stage is one of emaciation, during which the low fever disappears, the spleen and liver decrease in size, but emaciation and darkening of the skin persist, and weakness is extreme. Dysentery and diarrhœa are common intercurrent affections, and pneumonia may occur.

Death may take place during any of the stages—from high fever at the commencement of the illness, later from dysentery or diarrhœa or from exhaustion.

Shortly, then, the course of the disease may be divided into three stages: the first characterised by recurrent attacks of high fever and rapid enlargement of the spleen and liver; the second, by great enlargement of these organs and constant low fever; and the third, by progressive emaciation.

The diagnosis of the disease in the first stage does nor seem to be possible, as it does not differ from ordinary malarial fever; in the second stage reliance is placed upon the failure to obtain good results from the administration of quinine, the history of several attacks among the family of the patient, and, probably, the great

ENLARGEMENT OF THE SPLEEN AND LIVER.

The pathology of the first stage is that of malarial fever; but in the second stage Major Ross found that there were important differences from the conditions ordinarily held to be characteristic of malarial poisoning.

In cases in the second stage of *kala-azar* Major Ross found—(*a*) that parasites were absent from the peripheral blood; (*b*) that parasites and generally black pigment were absent from blood taken during life from the spleen and liver; (*c*) that parasites and black pigment were absent from the spleen and liver in two out of seven autopsies; (*d*) that the temperature charts showed a fever apparently distinct from any of direct malarial origin; but (*e*) that yellow pigment was generally present in the liver.

The points wherein *kala-azar* resembled ordinary malarial fever then are:—(1) The occurrence in malarious places. (2) The similarity of the symptoms of the early stage, any difference being in degree, not in kind. (3) The presence of the yellow pigment.

The points of apparent difference are:—(1) The high death-rate. (2) The apparent inefficacy of quinine. (3) Absence of parasites and melanin. (4) The persistent low fever, which is not amenable to quinine. (5) The fact of communicability, which Major Ross regards as proved.

Major Ross then proceeds to discuss the apparent differences between *kala-azar* and malarial fever. He points out that the mortality from *kala-azar* is probably overstated, because the belief in its fatality is so strong that if a case recovers, it is no longer classed as *kala-azar*; and that the actual mortality is probably not greater than the mortality from the severe malarial fever of many Indian terais. The failure of quinine to control the disease in its initial stage may be due to its not having been administered in sufficient quantity and at the proper time; moreover, quinine occasionally fails in undoubted cases of malarial infection.

The absence of parasites and melanin is a more serious matter, and if it is to be accepted that *kala-azar* is malarial fever, it becomes necessary to show that parasites and melanin may be absent in later stages of malarial fever. This leads Major Ross into a most suggestive sketch of the essential conditions in an attack of malarial infection remaining untreated. It is explained that the vast amount of recent literature on the subject has the defect, so far as the present argument is concerned, of dealing almost exclusively with the condition of the blood and organs in Europeans who have received specific treatment for the disease. When the indigenous inhabitant of a malarious place is attacked

THE INVASION OF PARASITES IS VERY RAPID,

the resistant energy of the system is brought into play, and if death does not occur from the violence of the fever, the parasites are repulsed, being either exterminated altogether, or their numbers reduced below the point of toleration when they produce no symptoms in the host, and would not be discovered by the microscope in his blood save accidentally. When they are not exterminated, the parasites remain in the blood without giving rise to any sign of their presence, until a chill or some other interfering circumstance lowers the powers of resistance in the system of the host. The parasites then increase in number, and a recrudescence of fever ensues. Another period of quiescence follows, and the struggle is renewed again and again, until the resisting powers of the system, which become stronger on each occasion on which they are called forth, are able to render the blood of the host uninhabitable by the parasites.

But while this contest is going on, congestion of the abdominal organs has been established, and pigment has been deposited in them, so that by the time the sufferer's system has overcome the parasites, his spleen and liver have become enlarged and are laden with black and yellow pigments. After the parasites have disappeared, the black pigment is eliminated, but the yellow irritating pigment remains behind.

Regarding the absence of parasites, Major Ross quotes Laveran who states that when cachectics have been free from fever for some time, the examination of their blood does not as a rule reveal the presence of parasites; and he cites the experience of Dr. Daniels in British Guiana, where he found parasites much less frequently in cases of enlargod spleen than in early cases of malarial fever.

The low fever of the second stage of *kala-azar* in Major Ross' opinion, is due to the enlargement of the abdominal organs, is, in fact, symptomatic, and as it does not depend upon the presence of the organisms of malaria, the temperature curve of the fever does not resemble a malarial curve, and quinine is without effect on the fever. In *kala-azar* then, in the first stage, we have

THE SIGNS AND SYMPTOMS OF SEVERE MALARIAL FEVER

with the deposition of black and yellow pigments; in the second stage, there is the elimination of the black pigment, while the yellow pigment is retained, and there is a low fever due to the enlargement of the spleen and liver; in the third stage, that of cachexia, the elimination of the black pigment is continued.

Major Ross quotes Kelsch and Kiener's description of malarial fever, and shows that the conditions described by them as occurring in ordinary malarial fever are essentially the same as those occurring in *kala-azar*. He states, moreover, that *kala-azar* is practically the same as *kala-jwar* of the Darjeeling terai, and that a precisely similar fever occurs throughout India, especially in malarious localities.

The communicability of *kala-azar* does not, of course, differentiate it from malarial fever, if it is accepted that the latter is carried from man to man by suctorial insects. The spread of *kala-azar* in a village would depend upon the arrival in that village of a patient suffering from the disease, (in the early stage?) and the presence there of the species of insect capable of carrying the parasite.

Perhaps the least satisfactory part of Major Ross' paper is his attempt to explain the cause of the special virulence of *kala-azar*. This must, he says, depend upon a special quality of the parasites or their occurrence in great numbers. He dismisses the first alternative without discussion, and suggests the explanation that an insect feeding upon the blood of a severely infected person would probably spread a severe form of infection.

Kala-azar then, according to Major Ross, is severe malarial fever, the distinctive later stages being due to the enlargement of the abdominal organs. The great mortality is due to the severity of the initial infection, aggravated by the conditions of life of the affected, and increased by the presence of anchylostoma and other intestinal parasites and the occurrence of dysentery in very many of the cases.

MAHOMEDAN EDUCATION.

MEETING AT SURAT.

A MEETING was convened, the other day, says a correspondent, under the auspices of the Anjuman-i-Islam of Randar, near Surat. Nawabzada Nasrullah-khan was asked to preside and to distribute prizes to the students of the Madressa. Several persons recited verses composed in celebration of this occasion. After the prize-distribution, the Nawabzada delivered a lengthy speech on the social and educational condition of the Mahomedans. He said that the educational backwardness of the Mahomedans was due to several causes: Their own indolence and indifference; the want of good and disinterested leaders, of union amongst the Moslems, and of patriotic feelings, and child marriage. He laid special stress on the fact that the British Government is doing all it can to help the Mahomedans, the help given to the Mahomedan Anglo-Oriental College at Alighar being a sufficient proof of the good-will and sincerity on the part of the Government towards the Mahomedans. The meeting was a great success, and the Mahomedans present were much thankful to the Nawabzada for his efforts to improve the condition of his co-religionists. The Nawabzada was garlanded by the president, and left amidst the cheers of those present.

LADIES, WHY SUFFER?

As a Positive Cure for all Chronic and the most Intractible Female Complaints and Irregularities "Purni men vib" is Queen of the World. A powerful Uterine Tonic and Female Regulator for the Cure of all Female Complaints and Irregularities. Innumerable Females suffer in silence diseases peculiar to their sex. These need not suffer any more. Every dose effective. Worth its weight in gold. Price Rs. 3 and 5-8 per bottle (32 and 64 doses). Only from Lawrence and Lynch, Manufacturing Chemists, 6, Royd Street, Calcutta.

MUNICIPAL STANDING COMMITTEE.

DR. N. N. KATRAK presided, yesterday, at the meeting of the Standing Committee, when there were also present:—Mr. T. W. Cuffe, Mr. Hartley Kennedy, the Hon. Dr. Bhalchandra, the Hon. Mr. Fazulbhoy Visram, Mr. K. N. Kabraji, Mr. Mulji B. Barbhaya, Dr. Ismail Jan Mahomed, Dr. A. G. Viegas, Mr. K. N. Wadia, and Mir Aun Ali.

TOWN DUTY ON TOBACCO.

The Committee considered the following letter from the Commissioner:—"With reference to the Standing Committee's Resolution, No. 8115, of the 28th December last, I have the honour to state that, as the working of Act IV, of 1857 is entirely in the hands of the Customs Department, I have no experience in the matter which would enable me to come to a conclusion as to whether there are any serious objections to the increase of the town duty on tobacco and of the license fee levied for the retail sale of that commodity. I have, however, made such enquiries as were possible, with the result that I am of opinion that the Corporation might reasonably ask Government to consider the desirability of increasing the revenue from tobacco by raising the duty, fixing a sliding scale of license fees according to sales and reducing the quantity exempted under section 8 of the Act. In view of the present financial position of the Municipality the Corporation could, I think, command the consideration of Government in this matter, and Government would no doubt be willing to obtain full information from their own officers, who alone can supply the materials necessary for arriving at a conclusion."

Dr. Viegas said that the letter was illustrative of the fairness with which the Municipal Commissioner tried to do his duty to the Corporation, and he deserved every credit for the same. He thought that the Commissioner had taken the right view in the matter. The best thing they could do was to approve of the report which might be forwarded to the Corporation for their sanction. The Municipal Commissioner dad dealt with the question as fairly as he had dealt with the question of the apportionment of the expenditure in regard to the plague. He proposed that the letter be forwarded to the Corporation with reference to their resolution with an intimation that the Standing Committee concurred in the opinion expressed by the Commissioner.

Dr. Ismail Jan Mahomed seconded the proposition, which was carried.

SALARY OF THE MUNICIPAL SECRETARY.

The Committee considered letter from the secretary inviting their attention to section 77 (d) of the Municibal Act, and requesting the Committee to decide by what increments his salary was to rise from the minimum of Rs. 700 to the maximum of Rs. 1,000, and to obtain the sanction of the Corporation to the arrangement.

Mr. Mulji Barbhaya explained at some length the circumstances under which Mr. M. N. Wadia, a Government servant, was appointed secretary of the Corporation. He said that Mr. Wadia's demand was by no means an unreasonable one. Mr. Barrow, their late secretary, was given an increase of about five hundred rupees, and taking into consideration the fact that the work of the Municipality was increasing by leaps and bounds, it would not be unreasonable to give an annual increment of a hundred rupees to Mr. Wadia, who had discharged the duties of his office during the past twelve months with great ability, diligence, and faithfulness. Mr. Wadia had given satisfaction to both the Corporation and the Standing Committee, and the Hon. Mr. Snow, their late Commissioner, spoke in very flattering terms of the services of that officer. Mr. Muljee moved that the letter from their secretary be forwarded to the Corporation with the recommendation of the Standing Committee that sanction be given to increase Mr. Wadia's salary from the minimum to the maximum fixed by law by an annual increment of Rs. 100.

The Hon. D. Bhalchandra in seconding the proposition observed that Mr. Wadia had discharged the duties of his office to the entire satisfaction of the Corporation and the Standing Committee. As president of the Corporation for the last year, he (Dr. Bhalchandra) had to come into constant contact with Mr. Wadia, and he would repeat what he said from the presidential chair that Mr. Wadia proved an exemplary secretary. Mr. Wadia's knowledge acquired at the Secretariat stood him in good stead in his present office. He had fairly earned his increment.

Dr. Viegas remarked that the proposal to give an annual increment of Rs. 100 per month to their secretary was a very fair one. (Hear, hear.) Mr. Wadia had done exceedingly well, and had exceeded all their expectations in regard to him.

Dr. Ismail Jan Mahomed said that the fact of Dr. Viegas, who was always opposed to giving increases, having approved of the proposition, was in itself the best evidence of Mr. Wadia's ability and the faithful discharge of the duties of his office. Though Mr. Wadia had to work under certain difficulties, he was able to give a good account of himself.

The proposition was then put to the vote and carried.

After transacting other work, the Committee adjourned.

PRESENTATION AT BROACH.

ON Saturday evening, a public meeting was held here under the presidency of the Hon'ble Rao Bahadur Chunilal Venilal, C.I.E., the occasion being the presentation of an address to Mr. John Smith, manager of the Mofussil Mills. From the beginning of the outbreak of the plague the Mahajan had wisely enough taken the unusual step of electing Mr. John Smith as their president, and nothing but good came out of the step. The Hindu Mahajan caught time by the forelock, and run a Hindu Mahajan Hospital and Segregation Camp. The joint secretaries, Messrs. Icbhalal Anupram and Maganlal Nishanlal Jhaveri, as well as the medical officer, Dr. Satyaprasad, in charge of the hospital, worked most zealously and successfully, as the statistics show. There were 62 admissions (of which 20 were brought in their last moments) and 11 deaths, while 22 persons recovered and returned home. This, excluding those who came *in extremis*, gives the percentage of 66·6 recoveries. The way in which this novel feature of the Hindu Mahajan plague measures—Englishmen working and mixing heart and soul with the native Hindu population of the town—was worked, was admirable. The address gives in the most glowing, but none the less true, words an account of the services rendered by Mr. Smith. But for his indefatigable work, Broach could never have passed through the ordeal of the plague with hardly any annoyance worth the name. The speeches of the evening were those of the president and Mr. Krishnalal M. Jhansi, M.A., LL.B., High Court pleader, of Bombay. Mr. Smith replied in very suitable but modest terms, disclaiming all the praise, but giving it in turn to the honorary secretaries, Captain Campbell, I.S.C., Special Plague officer here, as well as Rao Saheb Pranshanker. The City Police Inspectors were also specially thanked, the one for his sympathetic and humane working of plague measures and the other for the efficient way in which he had arranged to protect the properties of the people in their vacated houses and in camps. Broach has passed very lightly, without any oppression or harassing through the plague, and the credit is specially due to the officers named above, to Rao Saheb Chunilal and to Mr. Smith. The Mahajan Hospital was worked most economically. It need not be said that the meeting was a great success.

The following is the text of the address:—Respected Sir,—We, the undersigned, on behalf of the whole Hindu Mahajan of the town of Broach, assembled in a public meeting to-day, take this opportunity of expressing our sincerest gratitude to you for all you have done for us during the troublous times through which we have passed, owing to the prevalence of plague in the town of Broach. It was indeed a fortunate moment when God created in us the instinct of electing you as our president. The step of a Hindu Mahajan electing an Englishman as its president and co-worker was a bold and unusual one, and without any precedent in the history of public movements in this presidency. But the result has more than justified our choice, for you have worked with such genuine zeal and enthusiasm for us, that we think we do not transgress the limits of truth when we say that you have proved yourself to be a true friend of Hindus, moving amongst and mixing with them so intimately as to win the confidence of the humblest labourer. It is impossible to record here in detail all that you have done to ensure comfort and convenience of the Mahajan people in the plague hospital and the camps, and for making all the plague arrangements as perfect as they can be made under the circumstances. And all this you have done at a considerable sacrifice of time, money and energies. No hour was inconvenient to you, be it night or day, to come out and attend to a call of duty. No man, however poor he might be, ever found you inaccessible; you were always ready to bring the just demands of the people to the notice of the officials, and did not rest content till you had obtained redress for them. The kindness which we have experienced at your hands has been written deep and indelibly in our hearts; the worthy example you have set in unselfishly working for us, cries for imitation, if for nothing else, at least, for the reward it brings with it, of the spontaneous love and affection of a whole community. If ever again such a calamity visits us, which God forbid, we pray to God to spare us again your services as unreservedly as they have been this year, and with you, as our leader, we shall be able to tide over all difficulties. May you fully enjoy your well earned rest at home with your family and return to us with renewed vigour and energies, is our heartfelt prayer.—We beg to remain, &c.,

ANUPRAM MITHALAL, ITCHHALAL AMRATLAL, MAGANLAL MOHANLAL } Hony. Secretaries, Broach Hindu Mahajan.

THE SAMATSINGHJI KUMAR'S WEDDING.

(FROM A CORRESPONDENT.)

RAJKOTE, MAY 9.

A DEPUTATION arrived here from Lanowli on Friday last in connection with the Samurta ceremony from Prince Samatsinghji of Palitana, his son being betrothed to the youngest daughter of the late Thakore Saheb of Rajkote. The deputation was received on arrival by the State Karbhari, State officials, and other personal friends of Prince Samatsinghji. After the usual ceremony of garlanding was over, the deputation proceeded in procession to the Rajkote Middle School, which has been made into residential quarters during the stay of the deputation here. Mr. Laud has spared no pains to maintain the hospitality of the Rajkote State. On arrival at the Middle School, a guard-of-honour furnished by the Rajkote State police presented arms.

On Saturday, the deputation called on the State Karbhari officially who returned the visit in the evening. Sunday was quite a gala day, it being the day of the ceremony. At 8 a.m., detachments of the Rajkote State Cavalry and police paraded at the Middle School. At 8-30 a.m. the State Karbhari called at the Middle School, and drove with Mr. Barwell, tutor and companion to the young Kumar Saheb of Palitana (the bridgroom-elect), to the Durbar Gadh (palace), to await the arrival of the procession. At 9 a.m., the procession left the Middle School, headed by the Gondal Band (kindly lent by the Thakore Saheb of Gondal for the occasion), escorted by the police and cavalry. The arrangements were carried out by Mr. Hajee Cassim Ludha, the Agent of Prince Samatsinghji. Almost all the citizens of Rajkote joined in the procession.

The jewels were carried in large trays, about twenty in number, under a canopy, by the trusted officers of the Prince. On arrival of the procession at the palace, the minor Thakore Saheb and his younger brother, who were spending their summer vacation at Porebunder and who came down specially for the occasion, with Rao Saheb Vajubha, of Sayla, their tutor and campanion, received the jewels in State. They were much admired by those who saw them. Mr. Laud, the State Karbhari, was indefatigable in his exertions to make the occasion fit in with the customs of the Ruling Chiefs of Kathiawar and the State which he represents. The jewellery sent is believed to be of the value of about Rs. 50,000. At the Durbar dancing girls were present, and they entertained the party with some fine singing and dancing, etc. After the usual ceremony of the distribution of attar, gulab, and pan-sopari, the Durbar was dissolved.

The Durbar was attended by the Agency and State officials, the Mahajan, and the elite of Rajkote. The minor Thakore Saheb and his brother returned to Porebunder this morning by mail.

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours ending at 6 a.m., yesterday, give the following results:—

Wards.	Plague. Attacks.	Plague. Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Southern, Fort Northern and Esplanade	2	1	6
B Mandvi, Chukla, Umarkhadi and Dongri	26	5	22
C Market, Dhobi Talao, Fanaswadi, Bhuleshwar, Khara Talao and Kumbharwada	18	3	22
D Khetwadi, Girgaum, Chowpatty, Walkeshwar and Mahalakshmi	8	2	13
E Mazagon, Tarwadi, 2nd Nagpada, Kamatipura, Tardeo, Byculla and 1st Nagpada	10	6	36
F Parel, Sewree and Sion	6	2	6
G Mahim and Worlee	8	4	9
Water Division	0	0	0
Non-Resident and Unknown	0	0	0
Hospitals	0	24	33
Total	78	47	147
Total plague deaths to date	45,903	39,972	
Same date last year	9	19	103

BANDORA.

There were 2 attacks and 2 deaths from plague reported within the limits of the Bandora Municipality on Wednesday.

DAMAUN.

The plague mortality at Lower Damaun on Sunday was two, the victims being a Mahomedan female of Ghanchivad and a Soni female in the mandwas. Yesterday, only a Mahomedan boy of Kharawad, of the age of seven years, is reported to have died from worms. Only two members of the committee, namely, the Plague Commissioner and Judge-Popular, carried on house-to-house inspection of streets in Lower Damaun and forced open the padlocks of about a dozen closed houses, which after being disinfected were locked up, the padlocks being sealed. The bedding was immediately burnt. Most of the Hindus, who have been out in the mandwas for nearly three months, intended, anticipating the permission of the Plague Commissioner, to return to their houses on the coming auspicious day, Vysak Sudh 3rd, known as "Akshia tritrya" or "Akhai tij," which falls on Friday, but since the Plague Commissioner has found in many localities several houses with dead rats in them, he has advised the people not to re-occupy their houses until the end of May.

MR. MACLEAN ON THE WAR PATH.

THE *Native Opinion*, in its last issue, attempts to vindicate Mr. Maclean, M.P., against the strictures recently passed upon him:—Mr. Maclean has been accused of making an unedifying scene in Parliament and Indian journals—the Anglo-Indian in particular—have made merry over his discomfiture in Parliament on the sugar duty question. A self satisfied contemporary has gone the length of telling him that having spent the best part of his life in India he cannot shine or be of any use in Parliament. An old oak can not be transplanted says he. The ignorance here displayed of the great mark Mr. Maclean has made in English political life hardly requires comment. Nor has Mr. Maclean done anything of which he need be ashamed. He interpellated and being dissatisfied with the answer given tried to point out what he considered the weak points of the official figures and arguments. This sort of attempt to argue on questions and answers is of course, out of order, but it is a very common spectacle in Parliament. Mr. Maclean after being stopped by the Speaker went over to the opposition benches and after a time quitted the Hall. He has explained that he only meant to assert the right of every member to differ even from his own party leaders and take an independent attitude. And in this, he was simply consistent with what the whole course of his Parliamentary life has been, a course which is the one cause of the respect he has, like the late Messrs. Bright and Bradlaugh and Lord Randolph Churchill won on both sides of the House. An independent member of the British Parliament knowing how to rise above petty party failing should be an object for admiration and not ridicule. Besides, let the popular leaders of India remember that though Mr. Maclean has taken a view different from theirs on the question of sugar duties, in his present fight he is taking a stand on a very important question of principle—the question whether Parliament has or has not really supreme power over Indian as well as British affairs and whether important legislative changes can be made by the Government of India without even giving an opportunity for Parliament to express its views. Those of us who centre their hopes for the future in securing the sympathy of the British electors, and in checking through them the narrowminded autocraticism of Anglo-India—they at least should heartily support Mr. Maclean in his attempt to make Parliamentary control over Indian affairs a practical reality, and not the sham as it at present is with regret admitted to be by friend and foe alike.

DIVINE SERVICE.

ASCENSION DAY, THURSDAY, MAY 11.

ST. JOHN THE EVANGELIST, COLABA.

(Afghan Memorial Church.)

7-30 a.m.—Matins.
8 a.m.—Introit 144. Missa Cantata (Merbecke)—Hymns 150 320 and 324. Nunc Dimittis.
6-30 p.m.—Choral, Evensong and Sermon—Hymns 147, 150 and 301.

MISSION CHURCH, GIRGAUM.

6 p.m.—Evening Prayer and Sermon by Rev. L. B. Butcher

ADVICE TO MOTHERS!—Are you broken in your rest by a sick child suffering with the pain of cutting teeth? Go at once to a chemist and get a bottle of Mrs. WINSLOW'S SOOTHING SYRUP. It will relieve the poor sufferer immediately. It is perfectly harmless and pleasant to taste, it produces natural quiet sleep by relieving the child from pain, and the little cherub awakes as bright as a button. It soothes the child, it softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best known remedy for dysentery and diarrhœa, whether arising from teething or other causes. MRS WINSLOW'S SOOTHING SYRUP is sold by Medicine dealers everywhere at 1s., 1-2d. per bottle.

MESSRS. ALEX FERGUSSON and Co., Limited, distillers, Glasgow, have secured the contract for the sole supply of Scotch Whisky at the Greater Britain Exhibition, Earl's Court, London, which opened on May 1.

AMERICAN VS. BRITISH ENGINEERING CONTRACTS.

ENGLISH EXPLANATION.

REUTER wires that on Tuesday in the House of Commons Lord George Hamilton fully explained the circumstances under which a Philadelphia firm had secured the contract to build the Goktieh Viaduct, and he regretted to say that this was not the first contract where there was a marked difference between American and British tenders. The reason of this is not far to seek. British engineers have more work in their hands than they can get through and do not wish to tie themselves with further undertakings. In illustration of this we may quote the following home paper:—

The Baldwin Locomotive Works at Philadelphia delivered in twenty-five days to the White Pass and Yukon Railway two engines weighing over sixty tons each, built to special specifications, and a contemporary remarked that it would be interesting to watch for the English answer to this striking statement. A representative of the *Westminster Gazette* interviewed one of the foremost English engineers upon this matter, and he stated emphatically that he did not believe it. "A way in which such a thing might be done would be by making the 'special' specifications in such a manner as to utilise fittings already in stock. Otherwise the thing is a ludicrous impossibility."

"But cannot Americans," our representative asked, "turn out machines quicker than Englishmen?"

"The fact is," was the reply, "that English manufacturers are inundated with orders. For instance, I myself have orders which will occupy two years in executing; and the consequence is that when anyone gives a fresh order I have to say, 'I can execute your demand but it must be at least twelve months before I can do so.' And perhaps some ignorant person hears of this and compares the period I have mentioned with some quick American contract. And thus people come to imagine that Americans can turn out machines months quicker than we can. That is pure nonsense. I do not hesitate to say that I can turn out a machine as quickly as any American firm. And, what is more important, the material used and the workmanship employed upon it will in all probability be better. I am decidedly of the opinion that the material and workmanship in

ENGLISH MACHINES ARE SUPERIOR

to those in the machines from America." "But isn't it a fact that American manufacturers are to some extent taking our trade from us?"

"My only reply to that is, that in England, like a certain old woman who lived in a shoe, we are all so busy that we find it difficult to know what to do." Our distinguished informant incidentally added that not only was vast material wealth being employed upon the unproductive instruments of warfare, but he considered that some of the best brains in the country were being exclusively employed in that direction.

Clearly a sympathiser with the workmen in the recent engineering strike, "Cridda," writing in the *Mercury* of Leeds, one of the leading centres of the engine-building industry, seeks to place blame upon the back of the British employer: "Either there are not sufficient firms engaged in this industry, or else the capacity of their plant is too limited. The amount of capital wasted in the suicidal struggle would have been amply sufficient have either equipped new works sufficient to meet the increasing demands for locomotive engines, or else to have replaced with new plant some of the obsolete machines now in use. The introduction of up-to-date systems and new machinery would have amply compensated for any increase of production resulting from the lessening of the hours of labour. Possible there has been

TOO LITTLE INTERNAL COMPETITION

in this business, the orders have been apportioned according to capacity, and so long as a works has secured orders to keep going for a year or two, and pay expenses and profitl, no attempt has been made to expand the trade, and the obstinate conservatism of the British manufacturer has prevented the expansion and developments which have taken place across the water. American progress has given the deathblow to the pet idea of the British employer that the reason he cannot compete with the foreigner is on account of the higher rate of wages he has to pay. In a leading English engineering journal I notice the advertisements of no less than five American locomotive firms, and their capacity is stated to be respectively 450, 300, 300, 1,000, and 400; total, 2,450. In the same journal there are only three advertisements of British firms, and as their capacity is not referred to it would appear that it is uncertain. The orders that are being now placed in America will certainly be followed by others, as the rapidity of construction and prompt delivery are largely conducive to retention of custom, and, granted the quality of the work is right, the American manufacturer may look forward to doing a large business in this country while our own people are busily engaged in 'res minutiæ."

Mr. Stretton, a Leicester civil engineer, who has gone through a number of the engineering works in the United States, declares in a letter he has written to the *Journal of Commerce* that the Americans beat the English manufacturers simply because they

WORK ON QUITE ANOTHER SYSTEM.

In America the locomotive firms have a few standard patterns of engines. They make these types, and nothing else. They have one specially designed tool or machine to make every separate part, and a man in charge of each machine turns out his portion of the work, and no more. The large firms, such as the Baldwin Works, have immense stores of all kinds of its standard parts and if a special order comes in for immediate delivery, the work of "erecting" or putting the engines together can be begun at once. In England the locomotive superintendent of each railway has his own special patterns for every part. New drawings have to be made, new patterns, and new tools for some special parts have to be constructed. The English maker cannot keep any parts in stock, as he may never again obtain an order from the same railway company. In case, therefore, of an immediate order coming in, he cannot comply, as he has no standard patterns, and no "parts" ready made in the stores.

Dalziel's Paris correspondent sends the following interesting information as to the existence of a block of locomotive orders in France: "In consequence of the comments in Paris caused by the announcement that the State Railway Department has ordered ten locomotives in the United States it is explained that French constructors are so full up with orders, chiefly from abroad, that they could not guarantee the delivery of the engines in time. The locomotives are wanted to deal with the anticipated rush of traffic during the exhibition, and if they prove a success further orders will be placed in America."

AMERICAN TRADE MUSEUMS.

With reference to the resolution recently come to by the American Exporters' Associations to establish museums for the exhibition of samples of American goods throughout the Continent and the United Kingdom, arrangements have been made for the opening of a bureau and museum in Edinburgh. The association which is establishing the Edinburgh museum has its headquarters in San Francisco. Other museums will be opened in Britain shortly.

THE VAILEILE ENGAGEMENT.

HOW THE OFFICERS DIED.

A WOUNDED SAILOR'S STORY.

A WOUNDED seaman named Hunt, from H.M.S. Porpoise, who is now in the Auckland Hospital, gives the following graphic account of the disastrous engagement at Vaileile, in which Lieutenant Freeman, of H.M.S. Tauranga, and Lieutenant Lansdale and Ensign Monaghan, of the American cruiser Philadelphia, and others lost their lives:—

"We had walked a short distance through the plantation, and when we had got about 300 yards we were fired on. We were almost surrounded, except that there was a loophole for escape ahead. The rebels appeared to be on all sides and at the back of us, but not ahead of our party. On being surrounded, the retreat was sounded and several of them made a dash in the direction of the shore. We did not go all together, but dashed away in sections, making a series of retreating rushes.

"There were only four of us left, after the others had made a succession of rushes, viz., Lieutenant Lansdale, Ensign Monaghan, a seaman from the Philadelphia and myself. About 400 yards from the beach we came to some thick bush, which continued almost down to the water's edge. Just after we had entered the bush the American seaman was shot in the knee and dropped. Lieutenant Lansdale was shot below the knee. Shots were fired again, and we retreated, the wounded men crawling along, and other two of us covering their retreat. It was slow work, and the tension fearful; but the wounded men stuck to it pluckily, while we watched for the natives, with our rifles and revolvers ready. Our two wounded comrades crawled along until Lieutenant Lansdale fainted from loss of blood. Poor fellow! He held up well. Just at that time Ensign Monaghan was shot. He must have been killed almost instantaneously. He was standing up, and a shot struck him. He threw up his hands, said, 'I am hit!' and dropped dead. It was about half a minute after that when Lieutenant Lansdale and the American seaman were killed. I was close to them, and the two of them were holding their ground manfully when they fell. I was firing at the rebles, who had surrounded us, when a rifle bullet struck my rifle and disabled the weapon, which had then to be used as a club. It was then that the lieutenant was shot by Mataafa's men.

"When the three were dead, I looked round, and saw that I was surrounded on all sides. About 12 natives then closed on me. The first thing they did was to knock me off my feet with the butt and of the rifle that I had dropped. Then they rushed me and pinned me to the ground; they dragged off my leather belt, pouches and other things, and one of them hacked at my right ear and cut it off. It was sawn off with the blade of an axe. While they were doing this, another chap, on the left, was trying to get at my other ear. I had my leg free and let him have it when I could. Just as they finished with my wright ear, and I thought all was over, a shell from the R. M. S. Royalist passed not far from our heads. The natives saw the flash, and directly they did so dropped me and cleared. I knew as I lay on the ground that one of the boats was shelling the place, but I felt somewhat dazed. I rose up, however, and managed to make my way through the bush. I rushed down to the beach, where I met one of the Royalist's boats coming back. I was taken on board the Royalist and fixed up by the doctor. After being taken on the Porpoise, I was placed in Tauranga until the mail boat arrived, when I was conveyed to the Auckland Hospital."

"Yes. I am pleased to get back to civilisation, but I would not mind having an interview with the Samoan who hacked off my ear."

JOACHIM'S DIAMOND JUBILEE.

DR. JOACHIM, the grand old man of violinists, has been celebrating his diamond jubilee. It was on March 17th, 1839, that the most famous fiddler of the century, Joseph Joachim, first played in public at the age of eight, and all musical Germany has just been celebrating the sixtieth anniversary of the event—a little late in the day, because, on the right date, Dr. Joachim was in England. No living artist has had a more wonderful career. Yet, as Joachim has told the world himself, it was almost by accident that he became a violinist. His mother bought him a toy fiddle at a fair when he was five years old, and a year or so later his fame as a juvenile prodigy had spread all over Europe. In 1843 we have Mendelssohn writing in a private letter: "Last week . . . . arrived here (Leipzic) a delightful little twelve-years-old Hungarian boy, called Joachim, who is such an able violinist that Ferdinand David can teach him nothing. Moreover, he is so sensible a lad that he travelled alone by train, put up at a hotel, and is at this youthful age already quite self-possessed."

A LONDON APPEARANCE.

A year afterwards he took Londoners by storm—playing Beethoven's violin concerto under Mendelssohn's conducting at a Philharmonic Society concert on May 27th. In this concert another of Mendelssohn's letters may be quoted: "The excitement he caused during the rehearsal was so great that, on making his appearance in the orchesta, it was some time before he could begin to play. Then he played the introduction so admirably that the public interrupted with loud applause three times ere he had finished the first grand "tutti." Then, characteristically, he put "starring" aside for a time, and played second fiddle in the famous Gewandhaus orchestra at Leipzic, learning thus all the orchestral masterpieces as only this way can teach them, and only at the end of this laborious apprenticeship did he resume his career as virtuoso.

ARTISTIC FRIENDS.

Of course, he has known everyone worth knowing in the musical world in his time. Mendelssohn, Schumann, Brahms—all these were his fastest friends. The last-named two with Albert Dietrich, once wrote a violin sonata together in his honour. But Wagner was an uncongenial soul to him, as, as too, in a lesser degree, was Liszt. To the latter, indeed, he once wrote a very extraordinary letter to say how heartily he hated his compositions! Years after, Liszt found himself in the same town with Joachim, when a new work by his candid correspondent was to be produced. With characteristic graciousness and magnanimity, Liszt took care to be present and to express the admiration which he doubtless genuinely entertained. In private life, Dr. Joachim is charming to those he likes, though, like other great men, he is not without his asperities. Also, oddly enough, after all his sixty years experience, he is still the most nervous of performers. Of recent years, of course, his playing has lost not a little of its original magnificence. Increasing deafness affects the accuracy of his intonation, while his execution likewise occasionally recalls the lapse of years. But the supreme distinction of his "readings" of the classics will remain for ever a standard judgment for all who have known his playing.

AN ACCIDENT.

Some time ago, the illustrious player had an accident which might easily have ended his career. Ascending the steps of a "made-in-Germany" platform, he suddenly disappeared from the sight of the horrified spectators. The artless Teutonic workman had not done his work too well, and fiddler and fiddle were precipitated into the depths. By a miracle, no bones were broken. More extraordinary still, the violin was unhurt. The latter was a "Strad." Joachim possesses three of these precious instruments—one was given him by his English admirers in 1889—and would like, he says, to have a really complete collection—one for each period. But he holds that old violins are not necessarily good ones. His old friend, Signor Piatti, he once named as the best living judge of fiddles.—*M. A. P.*

THE LOVE GIFTS OF BIRDS.

MR. CHARLES A. WITCHELL contributes an article to *Knowledge* on this subject. In the course of it, he says:—In the nesting season the males of many species feed their mates on or "off" the nest, as is well known. The rook, for instance, brings food to his mate, who, when receiving it, flutters her wings (a frequent habit at this time), and also utters a hoarse cry similar to the cries of the young. The adult rook utters this note on no other occasion. In several species of finches, also, the male feeds his sitting mate. I have seen this done by the chaffinch, greenfinch, linnet, and lesser redpole. The recipients shook their wings and uttered call notes. The food thus bestowed could hardly be termed a "love-gift"; but when, before birds have a nest, and apparently before they have paired, the male gives the female morsels of food, it is fair to assume that this courtesy is intended as an earnest of passion—that it is, in fact, a love-gift. I do not know of any book to which the student can refer for information on this fascinating theme. He should, therefore, refer to the book of nature; and if he will use a small telescope, and be silent, he should easily obtain information from this source. Among the raptores, it is probable that the brooding female obtains food chiefly by the agency of her mate. Major C. Hawkins Fisher (the well-known falconer) informs me that the male peregrine hunts all day to supply the domestic larder, which is in the charge of his mate. Among domestic birds, the common fowl affords a conspicuous instance of gallantry when the male calls the females to some choice morsel. He obviously intends the tid-bit only for the hens, and any rival attempting to partake of it is at once attacked.

In regard to domestic pigeons, I have obtained information from my brother, Mr. E. N. Witchell, who has been for many years a successful flier of homing pigeons, and has from childhood kept this and other varieties. One of the indications of pairing by pigeons is the insertion of the beak of the male into that of the female, and this is accompanied by a shuffling of the wings exactly as occurs when the young are fed. It does not appear, however, that any considerable amount of food (if any at all) passes from the male. Homers never omit this performance before pairing. The male homer is passionately fond of his home is mate and his young. But though his mate is a model wife, he is not a model husband, and often, especially if a strong flier, he is likely to bring domestic troubles into the life of any unmated young female bird in the loft. But it is a general rule for the cock to "feed" only his own hen, though there are exceptions to this rule. This very curious fact has often been noticed by my brother. It indicates that to the wife of the nest this courtesy of the pigeon is reserved, and that the other birds are deemed unworthy of it. These observations do not apply to pouters, runts, and trumpeters, which are "very immoral." It should be remembered that homers live the most naturally of any except farmhouse pigeons, and they may, therefore, be supposed to possess the natural instincts of their race in greater vigour than any other fancy breed.

Returning to wild birds, my opportunities have been to limited to enable me to generalise; but the following observations may be not without value to those who try to see in the bird a sentient and tender being. A few days after the arrival of the spotted flycatcher, a pair of them were in a near tree. The male often attempted a song, and was evidently following the female. He suddenly went forth on a longer journey than usual, as though for a larger insect, turned and went to the female, and in the gentlest manner presented to her the captured insect (which appeared to be of the size of a bee). She took it sedately. Shortly after, she received another gift of the same kind. A second pair of flycatchers behaved in precisely the same manner. Last April a male robin gave some food in the same way to its mate. Both birds often uttered their call note. Several male chaffinches before nesting time gave captured insects to their intended mates. All these insects were captured in flight. The chaffinches were full of ardour, the males, all aflutter with excitement, following the females, and with the cuckoo-like flight, which is one of the bird's surest signs of love, and repeating the soft love-note almost incessantly.

PURELY PERSONAL.

There are persons who would go through life in the most creditable manner but for the misfortune of their being forced into a position absolutely unsuitable to their tastes, habits, and aspirations. A strong case in point is furnished by the Marquis of Clanrikarde (as he himself writes the name). To-day he is regarded by a large number of people as the *ne plus ultra* of everything that an Irish landlord of his class should not do—and certainly in that capacity he does not shine—whereas, had he remainded Lord Hurbert de Burgh-Canning, the chances are that no one would have had a word to say against him. Bred to diplomacy, he passed much of his early manhood abroad, and is an excellent linguist. The son of a very clever though unscrupulous, sire, and of a mother who inherited no small share of the ability of her father, George Canning, he is one of the best-read and best-informed members of the Upper House.

Devoted to art, he has the history of pictures at his fingers' ends. His habits are of the simplest, and —save in the purchase of pictures—most economic order. He lives in the Albany, and keeps no horses. His one physical recreation seems to be to gyrate in skating rinks, where his demeanour is alleged by some to be the very reverse of conciliatory. He belongs to many clubs, and is a frequenter of one or two. Should he die without issue, the Marquisate and barony of the United Kingdom will become extinct and the Irish earldom will merge in the Marquisate of Sligo, but the title does not necessarily follow the estate. Under the will of his uncle, Lord Canning, he inherited a fortune of over £100,000; he is thus quite independent of his Irish estates, and is accounted a considerable capitalist. It is, I believe, the fact that, except on the occasion of his father's funeral, Lord Clanrikarde has not been at Portumna Castle since he succeeded to the title, but, apart from other considerations, he has not a estate which would make life there endurable to him.

Here is rather a good story about Lord Ormonde and a local celebrity, which, though well-known in Kilkenny, has not, I think, yet found its way into print. Anyhow, if it has it will bear retelling. One day, Lord Ormonde, whose family name, by the way, is Butler, was returning to the castle, accompanied by his agent, a Mr. Cooke. when he was accosted by a certain local celebrity, a blacksmith, who was noted for the frequency and depth of his potations. This individual, in his few lucid intervals of sobriety, was possessed of the quaint hallucination that he had spent the previous interval on a visit to his Satanic majesty, and was in the habit of relating thrilling conversations, which, he alleged, had taken place between himself and—the other gentleman. On the occasion in question, the son of Vulcan was sober, although his appearance hardly confirmed the fact. "Good morrow, Tom," said Lord Ormonde, adding with a quizzical look. "I think you've been on a visit to the Old Boy lately; what did you say to him?" "Oh, begorra not much, your lordship," grinned the blacksmith in reply; "I only told him there was a butler and a cook out of place an faith, sure he said he knew it well?"

It is well-known that the Princess Maud always longs for the home and earlier days of her youth in Denmark and this is perhaps the origin of the report that Prince Charles of Denmark, her husband, will join the English Navy. The report, however, is not accurate. The Prince's elder brother, the heir to the throne of Demmark, after his father, has only one little boy of a few weeks old, and his life may be uncertain. In any case it is not the least probable then, that the King of Denmark would ever have agreed to his grandson taking the position of an English sailor. It was a very different thing in the case of Princé Louis of Battenberg, who was not Royal in any sense of the word, and who could never, under any possibility succeed to a throne, but a foreign Royal Prince in the succession to a sovereignty could never become an officer in the British service.

Among the many stories relating to the visit of the Duke and Duchess of Connaught to Egypt is one which is a very good example of "things one would rather have left unsaid." Just after an inspection of the troops by the Duke, outside Omdurman, to which the Duchess had accompanied him on horseback, the girths of her saddle suddenly gave way. There were no means of repairing them, and to enable Her Royal Highness to get back a sort of sedan chair was improvised from a gun carriage. On this she was carried by Egyptian gunners, who were in charge of a native officer, who could speak a little English. On the way the Duchess said: "I hope your men will not be tired after carrying me?" and was horrified to receive the ungallant reply: "Indeed, no, madam; you are no heavier than the gun they are accustomed to carry!" (The gun in question weighed about half a ton!)

Lord Curzon of Kedleston, when he was at Eton was well-known to possess brilliant abilities (writes a correspondent). But he was not one of your quiet, studious boys. I had a chat some little while ago with one of the mathematical masters at Eton. He told me that Curzon gave him more trouble, he thought, than any boy he ever taught. "He was incessantly playing the fool, and 'ragging'; and apparently paid no attention whatever to what I was teaching. But what made him more especially aggravating was that, whenever I came down on him suddenly and asked him to go through some difficult matter that I had been explaining, he never failed to give me a perfectly lucid and satisfactory proof. And very often he was the only boy in the class who could!"

Poor young Freeman's career has been short and eventful. About six feet in height, with a remarkably good physique, and of a bluff and hearty disposition, he was a fine specimen of the British sailor. He was deeply attached to his profession, from the time he entired the New Cross School of Cadets, in 1877, to his end in the Southern Seas. One of the young officer's most prized possessions was a gold watch which was presented to him while at school by the late Mr. W. H. Smith, who was at that time the First Lord of the Admiralty. Whilst on the *Britannia* training ship at Dartmouth, young Freeman was a fellow cadet of the Duke of York and the late Duke of Clarence, who there passed through the same routine of drills as cadets less exalted station. Soon after becoming a "middy," Freeman served on the Monarch at the bombardment of Alexandria, and had a further experience of active service in the campaign against Arabi, for which he received the Egyptian medal, and other decorations. While serving as a lieutenant on the *Tourmaline* he distinguished himself by saving the life of a first-class petty officer. During a regatta off Barbadoes, the pinnace *Comus* capsized about two miles from the shore. In spite of the fact that the water was infested with sharks. Lieutenant Freeman pluckily jumped from a boat, and rescued his man in splendid style. His bravery, was rewarded by the bestowal of the Royal Humane Society's bronze medel. Lieutenant Freeman was worthy of a better fate than to perish in a wretched intertribal squabble.

Mr. Howard Rumney, who bears the reputation of being one of the most popular solicitors in the county of Middlesex, is also credited with the distinction of being the only member of the local Radical party who would stand a chance of unseating Captain Bowles, the present member for the Enfield Divison. At the first election for the Middlesex County Council, Mr. Rumney polled a greater number of votes than any other candidate, including Captáin Bowles, and in view of this fact he has often been pressed by the political wiseacres of his own party to make an attempt to win the Parliamentary seat. Mr. Rumney is a brother of Mr. P. J. Rumney, the manufacturer of the well-known "Ridge's Food" (who, by the way, is also the owner of "The Wonder" coach, which runs, during the season from London to St. Albans).

A trifle over forty, Mr. Rumney owns a host of friends, and is in much request as a diner out. To help the men who help themselves, through the medium of friendly societies, is one of his favourite pursuits, and n furtherance of this end, he is a Freemason, an Oddfellow, a Forester, and a Buffalo. To the atter order he rendered a conspicuous service some years ago. Not deeming Consols at two and a half per cent. a sufficiently remunerative investment he "pegged away" until he succeeded in getting the £30,000 belonging to the seven lodges to which he was solicitor, safely invested at five per cent, free of all cost. He has five children, all daughters.

In his student days Mr. Rumney took to law as naturally as a child to milk, and now regards advocacy as the pinnacle of his ambition. In speech, dress, and manners he is always precise and lawyer-like, and he makes no secret of the fact that he would like to be called to the Bar—a wish, it is understood which is likely to be gratified shortly. As good a whip as his brother. "Dr. Ridge," he is a keen judge of a horse and rides well. Until some four years ago, Mr Rumney had lived all his like at Enfield; but a visit to St. Leonards, in the guise of a convalescent, led to his being so attracted by the bracing air of the watering-place that he has resided there ever since. Not long ago, Mr. Rumney erected a substantial building at Enfield Highway, at a cost of nearly 2,000, in the hope that it would be used as a club-house, and become the headquarters of the local Liberals.

A LONG-DISTANCE RACE FROM SINGAPORE BETWEEN TORPEDO-DESTROYERS.

THE RESULT AT COLOMBO.

Two Japanese torpedo-destroyers, the "Shinonome" and the "Murakumo," the former in charge of an English crew, and the latter manned by Japanese, are at the present, it would appear, racing in the direction of Yokosuka in a desperate effort to defeat each other for the honour of their respective countries for, as stated, the "Shinonome" is in charge of Englishmen. On hearing of the successful trip of the "Murakumo" from Plymouth to Suez, the builders of the "Shinonome," according to the Japan Herald, obtained permission from the Japanese Government to bring the former to Japan in charge of their own employes, with the sportsmanlike object of overtaking the "Murakumo" and beating her in a run to Yokosuka. A crew was thereupon selected and placed under the command of an expert officer. The "Shinonome" left Plymouth on February 19th in pursuit of the "Murakumo," which had then arrived at Suez. The "Shinonome," of course, did not touch at any intermediate ports, except Gibraltar and Suez, and actually succeeded in overhauling the "Murakumo" at Colombo. She left that port for Singapore on the 18th inst., two days earlier than the "Murakumo," which had then hardly realised what was in the wind, but is now running after the "Shinonome" as hard as her engines will permit. Of course, the real struggle dates from this point, as the "Murakumo's" Japanese officers were not aware of the pursuit before. The latter certainly enjoy an advantage over their rivals during this stage of the race, as they are familiar with the route, so that an exciting finish will take place before the winning-post is reached. The "Nippon" is terribly disgusted over the preliminary failure if it may be so called, of the "Murakumo," which, says our contemporary, negatives the honour won by the "Fuji" in its successful trip to Japan. The delay in the voyage of the destroyer is also attributed to the laziness of the officers, who are apparently more anxious to collect souvenirs for their families at the various ports of call than to indulge in the exertion of racing.—*Straits paper.*

THE DECADENCE OF DANCING.

I am told (writes a correspondent) that very strong measures are to be taken this season about dancing. Several smart, young married women, who are devoted to the art, have pledged themselves to strike off their lists, those who are notoriously bad dancers. They think this course to be the only way to make men take the trouble to learn to dance. Why men affect to despise dancing, it is hard to say. The Prince of Wales has always been an ardent and very graceful dancer. Even now he can beat out of the field many a young fellow of twenty. The late Colonel Oliver Montague was a very good dancer, and I remember him bringing a girl back to her mother once, at Lady Wimborne's, and saying: "My dear Lady X——, have your little girl *taught* to dance!" Good dancers, of course, have a right to expect good partners. But what is a dance in the London season now? A crush and a crowd of struggling people of all ages. Those whose dancing days are over block up the rooms leaving no space for the dancers. The square dances are turned into dangerous romps. If our younger hostesses can arrange some plan to improve dancing, and dance-going, they will deserve well of all concerned.

ADMIRAL DEWEY AND THE POWDER MONKEY.

The *Daily Chronicle's* Washington correspondent relates the following story of Admiral Dewey, told by one of the sailors just returned on the *Raleigh*. Just before the battle of Manila, when the order was given to strip for action, the smallest powder boy on the flagship dropped his coat overboard. He asked permission to jump after it, but was refused. He went to the other side of the ship, dropped overboard, recovered his coat, and was promptly arrested for disobedience. Admiral Dewey spoke kindly to the youngster, who broke down, and said that the coat contained his mother's picture, which he had just kissed, and he could not bear to see it lost. Dewey's eyes filled with tears, he fairly embraced the boys and ordered him to be released, saying: "Boys who love their mothers enough to risk their lives for her picture cannot be kept in irons on this fleet."

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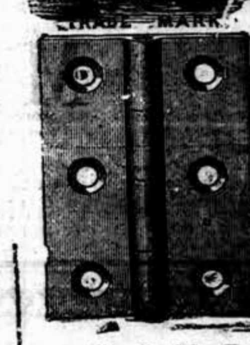
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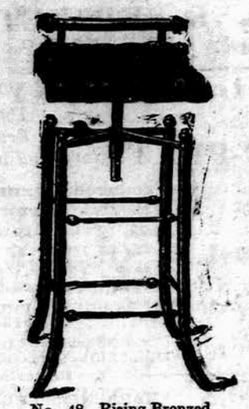


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AGENTS.—LONDON: GEORGE STREET & Co., 30, Cornhill, E.C.; Messrs. KEYMER & Co., 1, Whitefriars Street, London, E.C.—PARIS: Messrs. GALIGNANI & Co., Publishers, Rue de Rivoli.—CALCUTTA: Messrs. THACKER, SPINK & Co.